

App. F. IX-4

Previous References.

W 135-40-165
W 135-40-165 & H.

Later References.

W 210-42-182
W 241-42-182.

199-74

GENERAL AND REVENUE SECRETARIAT.

Pol 68-45-122

1941-2

(War)

War File No. ~~135-40-165~~ 96-41

Serial Nos. 1 to 46.

155

Serial Nos.

Forty Six only

Part B for March 1943.

SUBJECT.

Bomb Disposal Organisation
Crashes or Force Landing
Aircraft.

M. Krishnam.
31.3.43.

1551
W.

Annexure to a Bomb Disposal.
Organization Pamphlet.

General and Revenue
Secretariat

W File No. 96

of 1941-2

[App. F. III-2

Serial
No.

V

Copies of the Annexure to a Bomb Disposal
Organization Pamphlet.

Subd for perusal. Copies of the
annexure will be sent to a PWSect also for
information & returning the file after taking the copies.

5079
14/4/42

(25)
11/4

PW Sect) 11/4

4 copies are taken and the
file returned.

Chief Secy)

15/4/42

bm
11/4
P_{14/4}

1429
W

BOMB DISPOSAL ORGANISATION.

1832
W

General and Revenue
Secretariat

File No. 96

of 1941-2

[App. F. III-2

Serial
No.

From -

The Secy. to the Hon'ble the Resident.

No. F. 3(24)-42/W dated the 24th April 1942 stating that if the scheme of detecting unexploded bombs is to work satisfactorily, it will be essential for each tow of Class I, II and III to have at least one man trainee in the detection ~~xxxxxxx~~ course arranged by the Govt of India and requesting to be informed of the number of vacancies required by this Govt.

Subd. Re: para 1 of the Resy. letter, the I.G.P. will be requested to issue a second annexure to the Bomb Disposal Organisation Pamphlet.

As regards para 2, the I.G.P. will be consulted ^{is} if it/necessary to send any person for the course from this Govt. and if so the number of vacancies required.

Subd. for orders with a draft to I.G.P.

Kind attention is invited in this connection to the I.G.P.'s letter dated the 18th March 1942 re: the deputation of a Class III Instructor to Bombay for a course in "Bomb Reconnaissance" and his subsequent ~~xxxx~~ letter dated the 28th March stating that no officer was deputed as there was no vacancy.

BB
25/4

ss

25/4

Drawn up and

by

bliss

Done

by



2

Issued No. 2400/W of 27.4.42. to the I.G.P.

3

For The 19 of Feb.

ARP 30/4/42 & 1st 21.5.42 Stating that four vacancies kindly be arranged to be reserved at Madras.

Subd. for orders with a draft reply

to the Resident

WD 04155-GPB-55,000-23-10-41

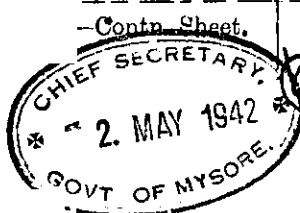
bliss

by

In person by me

Done

Law of Govt, 25/5/42



1866- Bomb Disposal Organisation

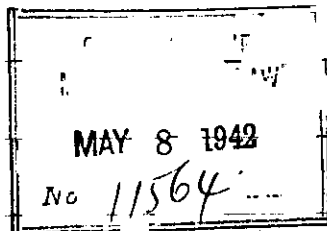
File No. 96

Crashed Aircraft
of 1941-2
General and Revenue
Secretariat.

From H. Ross & 6th m. 42 to the Reg
m. 2874 b. 158

Serial
No.
4

From The Reg to the H. Ross & 2874 5
F. 3(24) 42/w. 4th m. 42
forwarding a copy of the Reg. Dept.
letter of 10th April 42 as regarding
that the reports mentioned in
the 7th m. 42 are to be sent direct to
the Reg. & the quickest means possible.

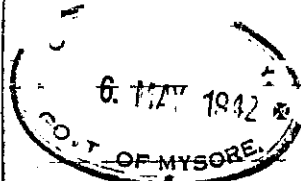


It is seen from the present enclosure
that the previous letter to the Home Dept.
are cancelled. The 158 will be informed
of the present instructions and he will
be requested to issue necessary instructions
to the concerned officers. If approved
(5) a copy of the enclosure will be sent
(5) to the D. H. also. The reports perhaps
may be sent direct to the Reg. with a copy
to this office in the prescribed form.

The D. H. is to have also to be
informed of the result of the
the present instructions is to be
being as 6/15

Law J. J.

8/15



How please send cancelled leaflets 158/158

1866
W

2023
W Bomb Disposal Organisation
Crashed Aircraft

General and Revenue
Secretariat

W File No. 96

of 1941-2

[App. F. III-2]

Serial
No.

Subd with a letter to the D.M. with memo
to the I.S.P. With reference to Minister's minute
dated 11.8.42 that the Comptroller's reports
were received from the I.S.P. and it is an
annexure to the pamphlet - Bomb Disposal
Organisation - printed & distributed by the I.S.P.

For the
1/5/42

Issued 2962-70 W 713 M. 42 to the D.M. with
Memo 2971/W to the I.S.P.

7 From The I.G.P. Police.
A.R.P. 30/4-42 to 12th M. 42 regarding
that the Supt. Genl. Printing is to authorise
to print and supply 300 copies of the revised
instructions

Subd for perusal with a letter
to the Supt. Genl. Printing with memo to the I.S.P.

15/5
Secy

15/5

Law of Justice

16/5

17/5

8 Issued 3047 W 218 M. 42 to the Supt. Genl. Printing
3047/W memo to the I.S.P.

WD 04155-GPB-55,000-23-10-41

Y 16 1942
11.8.45

15 MAY 1942
GOVT OF MYSORE.

Bomb Disposal Organisation Crashed Aircraft of 1941-2

General and Revenue
Secretariat.

W File No: 96.

From

The D. C. Kew

Serial
No.

9.

G.I.P.R. 796/41-42 & 18th May 42

Regarding certain instructions re: Crashed
or force landed aircraft.

Encl. 1 Flag Q

The Civil Defence Dept letter
of 10th April 42 and Sat to the D M
cancels the previous letter on the subject.

L I K

The appendices received with the Rg letter
have been kept by the ISB for the use
of the Spl ARP Officer and the details are
available there. In the case of the States
the reports have to be sent to the Rg and not
to the Air Force Station.

Kind ref is invited to Para 2 of
ISB's letter of 12th May 42 that he is
revising the instructions with regard to
the procedure to be adopted in case of
crashed aircraft also. The D M Kew
will be informed that the ISB is taking necessary
action and to await those printed instructions.

Z

(RS
215)

The letter of the Kew is
being sent to the D.C. for
reply to the authorities
on all points. In

the case of Major, reports

have to be sent to the Residency as

2102 W. Bomb Disposal Organisation
Crashed Aircraft

General and Revenue
Secretariat

W File No. 96

of 1941-2

[App. F. III-2]

Serial
No.

Q

has already been communicated
to D. Mr. (Vice) letter 2962-701 W of
13.5.42

Shripper 27/5/42

plan for 4 of 42

26/5

Subd with a draft letter to the 19P.

PS 26/5

Shripper 26/5

Shripper

26/5

W.

Issue 3202/W r 27 m. 42 to 196.
3213/W m. to D M Kan

II

From The 15 of Police.

ALP. 30/4/42 to 30 m. 42 forwarding 15 copies
of the various instructions re Bomb Disposal Organisation

Subd for perusal. 300 copies have
been printed for 15P for distribution to the D S R
Head 2 Dept concerned

2/6

vid 7/5/2

PS 2/6
SC

2283/96 Bomb Disposal Organisation -
Crashed Aircraft.

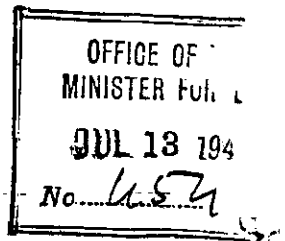
W File No. 96

17/1/42

of 1941-2

General and Revenue
Secretariat

Serial
No.
12.



From The LSP.

ALL 30/4/42 to 4th June 42 for a copy
of this reply to the DC Kadur n.
Crashed or force landed aircraft.

Subd for perusal. This is in
reply to the Memo D is letter to 18th June 42.
Kindly refer to also in view of the
revised pamphlet, printed by the LSP
on Bomb Disposal Organisation and
Crashed Aircraft.

2/6

(RS)
6/6

From The Secy to the Honble the R. 13.

F. 3(24)-42/W to 11th June 42

for a copy of Civil Defence Dept
Circular to 22nd June 42 - Instructions
re. Crashed or force landed aircraft.

Kindly refer to also in view of the
the revised instructions issued by the LSP
on the subject. The present Civil Defence
Dept Circular cancels the previous letter.
This will be sent to the LSP for information
and necessary action to issue amended
instructions on the basis of this letter.

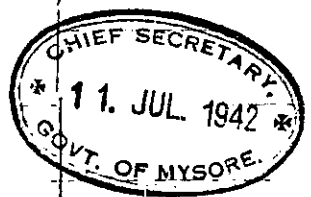
11/7

11/7

13/7/42

13/7/42

13/7/42



Serial
No.
14.

From The Secy to the Honble the R. & S. at
F. 3(24)-42/w & 14th Jms. 42 for a
copy of D. Dept. circular of 29th Jan. 42.
Subd for perusal. This with the
letter to the LSP in connection for issue of necessary
instructions to the concerned officers.

(25)
16/7

In reply

Subd with a letter to the LSP.

(25)
17/7

In reply

15 Issue 308/w & 17th Jms. 42 to the LSP.

16. From

The LSP of Police.

A.R.P. 30/4/42 & 21st Jms. 42 regarding the
authorisation to supply Govt. Press to print &
supply 300 copies.

The Supply Govt. Printing was
authorised to print & supply a revised pamphlet
on Bomb Disposal. Subd for perusal
and over with a draft to the Supply S. P.

(25)
24/7
17/5/42

In reply

Issue 377/w & 24th Jms. 42 to the Supply
Govt. Printing
378/w memo to the LSP.

Bomb Disposal Organisation. Cashed Account¹

File No. 551 772
W 5 5

96 of 1941-2

General and Revenue
Secretariat.

From The 157th Div.
A.R.P. 30/41 42 & 7th ans. 42
being 15 copies of Annexure (2) to the
 pamphlet on Bomb Disposal Organisation.

Serial
No.

18

Subd for perusal. Kindly refer
circulated to the pamphlet Bomb Disposal
Organisation printed and distributed by the TSP.

for

(28)
18/8
5a.

From The Army to the War Office Report
No. F. 3(24)-42/W & 29th ans. 42
being a copy of the report circular & 10th ans. 42
re. Gravel pits & Bombs.

19

Subd for perusal.
This will be sent to the 15th P in continuation
of the series of many instructions to the concerned
officers.

for
34/4

(28)
31/8
5a.

See the minutes of the meeting to J.C.P.

for
34/4

Issue 1446/W & 31st ans. 42 to the TSP.

20

848
W 1154
W

Bomb Disposal Organisation

General and Revenue
Secretariat

W File No. 96

of 1941-2

[App. F. III-2]

OFFICE OF THE
MINISTER FOR LAW

SEP 9 1942

No. 2229

Serial
No.

21

From The I S of India.

For a memorandum to the pamphlet on the
Bomb Disposal Organisation

Subd for personal. This is on the
basis of the recent visit of the Dept. Secretary
received from the Resy.

d



RS
8/9

Shree

Lawyer

9/9

9/9

9/9

22.

From The I S of India to the Ministry
F. 3(24)-42/10 & 5th Oct. 42 from
CD Dept. Circulars F 21st & 26th Sept. 42
re: Transfer of Bombs.

Subd for personal. Copies of the
Circulars will be sent to the I S for
information

Shree

7/10

A particular circular 11/10
556/42 of 21-9-42 was arranged by I S
after review of circulars
12/10

Draft of a fair sheet. 13/10 After review
the I. G. P. will be advised to
arrange for publication.

WD 04155-GPB-55,000-23-10-41

55
14/10

15/10

23.

Issued No. 1844/10 & 15. x. 42 to the I. G. P.

1154
W. 1474
File No. W W 96
Bombay Lockdown Bombs
of 1941-2

General and Revenue
Secretariat

Serial
No.

NOV 13 1942
No. 4194

Subd with a stamp of
S. G. P. as per Law
Ministry's orders.

16.10.

Issued No. 1855/W of 16.10.42 to the S. G. P.

From The Secy to the Home & Resd

F. 3(24)-42/W of 10th Nov. 42

Being a copy of CD Dft with of
23rd Oct. 42 re: Unexploded Bombs

Subd for perusal a copy
of the enclosure with a letter to SGP
for necessary arrangements for the disposal of
Bomb Disposal Organisation.

Shree RS

11/11



Law P.

12/11

14/11

Subd with a letter to SGP

15/11

Issued 2166/W of 16th Nov. 42 to SGP.

26.

1502
W

Courses in the Detection of Unexploded Bombs

General and Revenue
Secretariat

W File No. 96

of 1941-2

[App. F. III-2]

Serial
No.

27.

From

The Acting & Honble & Asst. Secy

F 3(24). 42/42 & 12th Nov. 42 Vaguely to review
the demand & the fact for vacancies at the Special
Schools in the light of the present allocationIn reply to Para 2 of the letter
24th April 42 the Secy, after consulting the
Lgt, was requested to reserve 4 vacancies
at the Messrs Course. It is seen that in view of
the present facilities the Secy of India has decided
to discontinue the course and to treat the demand for
vacancies as cancelledInstruction in the Detection of U.X.B
is now given in every course at the Wardens Wing
of the Civil Defence Specialist Schools. In this
connection it is noted that the Secy has been
requested to reserve a vacancy for this post at
the C.D. School at Bombay for the Staff officers
Course in the Wardens Wing and the name of
Mr C.B. Shaktan Dyer has been suggested.
As such, perhaps the question of sending some more
persons to the C.D. School may be considered after
Mr. Shaktan Dyer's return after attending the course
as if the instruction is found by him as very useful
Info for personal and otherwise the Lgt may
also be consulted. The D. & C. Secy

Comd. the W. O

16/11

16/11

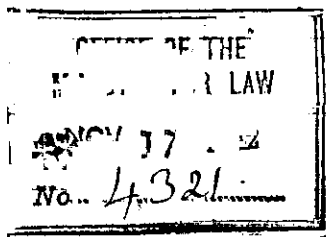
WD 041554 GFB-55,000-23-10-41

Lgt

17/11

18/11

18/11



Fly 7 line 10/11

26

PS
16/11

1502
W.

Courtesy in direction of
unemployment board
of 1941-2

W File No. 96

General and Revenue
Secretariat

Serial
No.

For wanted with the comments
in the Department General Order for
further remarks and

Industrious

18.11.42

to bring up to date

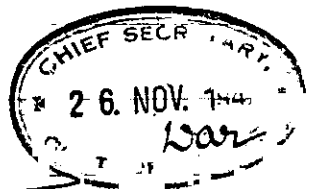
No. ARP. 30/11/42.

U.O. No. 62/W.
dated 19th Nov 1942

NOV 27 1942
No. 4658

Received with comments.
It seems/force that we
may ask for the relaxation
of all other vacancies at
the C. D. School Bombay
for the Staff Officer's Course
in the wards being. If
this vacancy is secured
we may defer all other
of the D. R. P. organization
or a police officer to take
this Course.

M. J. Jadhav



CCP 25/4

In view

Law D.

yes

27/11

27/11

27/11

1502
1583
W

1877

Bomb Disposal Organisation

Courses in the detection of unexploded bombs

Subd with a draft reply to a
Reqy for consideration, with refer to
over impz. In h² rep.

NOV 30 1942

4750

RS
28/11
SC

28. Issue 1124 of 28th Nov. 42 to the Reg.
2450/w Mem U.S.P.

30. From The Army to the Honble the Resident
F. 3(24)-42/w of 20th Nov. 42 for a copy
of the Dept circular of 30th Oct. 42.

A The Lt Col has issued a memo
amended to a pamphlet on a previous letter.
The Reg. A copy of the present edition will
be sent to the Lt Col for information and necessary
action.

28/11

Law

30/11

30/11

30/11



Subd with a letter to the Lt Col

RS
11/12
31

Issue 2490/w of 15th Dec. 42 to the Lt Col.

32. From The Lt Col.
The amended to the pamphlet on Bomb Disposal
Organisation.

A Subd for perusal. This is with refer
to the qth letter of 1st Dec. 42
2/16/11

2017
W

Unexploded Bombs

33. From

The CI of Miss F ARP Controller kept
ARP. 464/4240 & 30° Dec. 42 requesting to
issue definite instructions in the matter of
disposal of unexploded bombs.

All the literature on the subject (C.A.D. &
Circulars) is being sent to the L.S.B. and the L.S.B. is
issuing the necessary amendments to a pamphlet
on Bomb Disposal Organisation issued by him.
If approved the ARP Controller kept me &
requested to get into touch with the L.S.B.
in the matter. ~~Added for order & copy as~~

The S.U.D. also sent to the D.S.G. for
necessary action

Shirley D

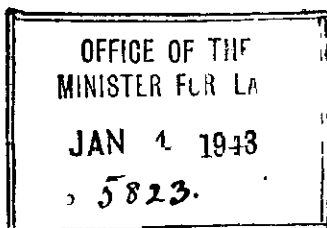
2/1

Lawyer

2/1

My
4/1

CHIEF
2766.



Added with a draft reply to the ARP Controller
kept with me to the L.S.B.

Don't

34.

5/1

2956/w & 5° 9-40 to 00
2957 Main ARP Controller kept
L.S.B.

2205
W.

General and Revenue
Secretariat

Bomb Disposal Organisation Instructions - Circular or Force has aircraft

W File No. 96

of 1941 - 2

[App. F. III-2]

Serial
No.
35

From The Anglo to Handel to Rost
F. 3(24) 42/4 to 18th Jan. 43 from - copy
a CD Act circular 444 to 17th Dec. 42
v. instructions - Circular or Force has
aircraft.

Enc to 74 T
S

It is seen that the present circular
circulars to previous circulars on the subject.
The 18th has issued an amendment to the pamphlet
on Bomb Disposal Organisation on the basis of
the previous circular. A copy of the present
circular will be sent to him and he will be
requested to issue new instructions.

PS
19/1
SC

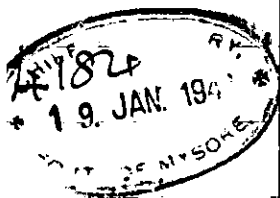
Subj. has

Yes J.
19/1

~~to be sent to him~~

Done & submitted.

19/1/43
J



PS
22/1

36.

Subd with a letter to the USL.

from the

Issued 322 dir to 22nd Jan. 43 to USL.

W File No. 96

of 1941-2

General and Revenue
Secretariat.

O.O. No 73 8 22nd Jan. 43

Serial
No.

37.

Letter no 7.3(23) - 4243, 22.1.1943
is forwarded with compliments to
the Director General of Police
Mysor for bearing of Commission
of Magistrate with the necessary
particulars (also for immediately
submitting a report on
27/1/1943 for being put to rest

NO. ARP. 30/41-42.

Returned certificate of acceptance
Messrs C. B. Pharkar & Sons
Asst. A. R. P. Controller
Bangalore, and Mr. M.
Quadir Ali, H. S. P. Bangalore
City may be suggested
selected for these two
vacancies.



h

M. K. K. K.

25.1.43

The A. R. P. Officer (Mr. M. K. Narasimhaiah)
has advised that the D. I. O. was consulting
Mr. D. Wilson in place of Mr. Shankar.

Letter Wilson & Quadir Ali may be deferred

nothing to

(K. K. K.)
D. Wilson

26/1

27/1

27/1

27/1

JAN 27 1943

No 6382

Nothing to be
referred today.

Subd with a letter to the Reg.
 for Reg.

RS
 27/11
 SL. 38

Issued Pd. 1530 d 27th 9s. 43 to a Reg.

Subd with a Memo to the LSP forwarding a
 joining instructions for Reg.

RS
 28/11
 SL. 39

Issued 3277/w d 28th 9s. 43 to a LSP.

From The ARP Officer B. City
 39. ARP. 75374240 d 26th 9s. 43 regarding the
 de Quercia alias H. H. Wilson was to be deported
 to Bombay.

A reply to the Reg. regarding
 indicating the above names has issued yesterday.
 Subd for perusal.

RS
 28/11
 SL. 40

for

2306

W. Bomb Disposal Gymkhana

Continuation Sheet.

2373

File No.

Current No.

W 96

of 4-1-2

Page.

40.

From

The LSP

AR. 20/4/42 d 28th 40 regarding to
author's & super Govt Printing to print and
supply 200 copies of the revised instructions
subd with a draft to the super
Govt Printing with memo to the LSP. The previous
instructions were also printed at the Govt Press.

PS
Sl. H.

Issue 3297/W d 29th 40 to a super Govt Printing
3298/W Mem. 188.

42.

From

The LSP

AR. 20/4/42 d 4th Feb. 40 requesting sanction
to place an advance of Rs 300/- at his disposal
for giving advance to Mrs Quater A. I. Durban.

Subd for paid with a draft for
for approval.

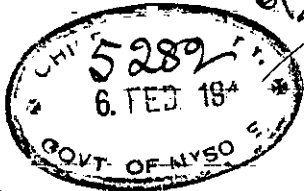
PS
Sl. H.

Draft maybe added
for

Chief Clerk

Edn master

7/2



OFFICE OF THE MINISTER
FOR EDUCATION
Date..... 6.2.43
No..... 3872

7/2
7.2.43

43. Issue for O. 3370-72/W d 8th Feb. 40

Copy to be sent
to the LSP

of - am 16/2 Draft - paid here.

8/2/43

Issue

2373
2475

2588 Bomb Disposal Bangalore

Continuation Sheet.

File No. 96
Current No.

of 4-1-2

Page.

44. From

The C.S.P.

ARP. 30/4/42 d 16th Feb. 43 this is
a request instruction on Cashier or Free Board
aircraft.

Subd. for fund. This is based on
C. the recent C.D. Dept Circular received from the Regy.

PS
18/2

18/2

45. From

The C.S.P.

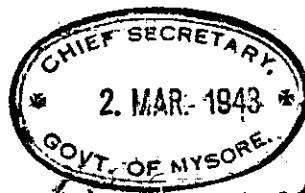
ac-2234/42 d 27th Feb. 43 requesting
Sanction to place an addl advance of Rs 200/-
at his disposal subject to its recovery on
adjustment from the T.A. Bills and the
payment of D.A. of Rs 8/- per day to the
Officer in the circumstances stated.

Subd for fund and also whether
the addl advance of Rs 200/- and the payment of
a Special D.A. of Rs 8/- per day to
the Officer may be sanctioned in the
circumstances stated. Kind request made
to the C.D. Dept Circular re: Students Hostel
Accommodation at the Bombay School.

File X
Linker

PS
2/3

The D.S.P.'s recommendation is five
a further advance of Rs 200/- to the
Officer to allow a daily allowance
of Rs 2/- (as mentioned), as boarding & lodging
in the hostel is compulsory & the rate for European style is stated
to be Rs 2/- per day



U.D. No. 4066
27 MAR 1943

Edwin
Mangal Rao

2/3

Daily Allowance at Rs. 6/- may be sanctioned.

AD
9.3.43
11/9/3

10/3

The charges for feeding & accommodation in European style are Rs 8 per day & in Indian style Rs 6. Mr Wilson, being accustomed to European style, he has to be paid Rs 8 per day, as it will not be fair to expect him to meet Rs 2 from his pocket. Mr Quadri Ali may also like to take food in European style, as it is not known whether the food in Indian style, as provided at the place, will suit him. If he should prefer food in Indian style, he may be given Rs 6; otherwise Rs 8 per day, as in the case of Mr Wilson.

Edn. M. K. ()
M. K. D. S.

2
WJL

OFFICE OF THE MINISTER
FOR EDUCATION
Date... 13.3.43
No. 4940

I should like to mention that it is against the underlying spirit of the T.A. Rules to take such factors of individual items into account in regulating rates of Daily Allowance.

Even the special rate of Rs. 6/- was agreed to as it was compulsory for the officers to live in the Hostel. If they have preferred to live in the European style, the extra amount is a proper charge on them and not upon the tax-payer (i.e., General Revenues).

AD
12.3.43
11/9/3

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ANNEXURE TO THE BOMB DISPOSAL ORGANISATION PAMPHLET.

CAMOUFLETS.

The following notes are in accordance with Circular Instructions issued by the Ministry of Home Security to all Regional Headquarters. They are reproduced, at the request of Ministry of Home Security, for the guidance of managements of Ministry of Supply vital factories and Establishments and their A. R. P. officers and personnel.

2. Recent incidents (an example is given in para 10 below) show that the dangers of camoufléts are not sufficiently known amongst the Civil Defence Services and that proper precautions are not being taken to safeguard the public. The matter is referred to in paragraphs 5 and 7 of "Notes on the detection and reporting of Unexploded Bombs and Shells", but the following instructions should immediately be brought to the notice of the Civil Defence Services.

Identification.

3. Camoufléts are formed when a bomb explodes beneath the surface of the earth and the force of the explosion is insufficient to displace and disperse the soil above the bomb. The camouflé is the subterranean cavity formed by the explosion of the bomb and is filled with the gas caused by the explosion—carbon monoxide. The presence of camoufléts may be indicated by one or more of the following signs:—

- (i) Raising of the soil round the hole of entry, accompanied by blackening of the sides.
- (ii) Slight humping of the surface, accompanied by radical cracks.
- (iii) Formation of a mound of loose earth over the hole of entry or in a shallow crater.
- (iv) Cracking of neighbouring walls, or buildings, etc., but with no signs of blast damage.

Diagrams of the various types of camoufléts are attached.

4. Probing with steel rods or augers will not be undertaken by Police or Civil Defence Personnel. Under certain favourable conditions (e.g., a clean hole of entry and the absence of coal gas) Bomb Explosion Indicators may indicate the presence of carbon monoxide, but such an indication should not be taken as conclusive evidence of the presence of a camouflé unless accompanied by symptoms similar to those referred to above.

Reporting.

5. Camoufléts or suspected camoufléts will be reported at once to control centres and to the police. Controllers will report them to Regional or District Headquarters.

Safety Precautions.

6. The crust or surface of a camouflé may stand for some weeks (or even months) and even bear the weight of a man, or it may give way at the first touch. It is therefore extremely important that access to the surface should be prevented. The danger area of a camouflé does not generally extend beyond the circumference of its crust or crater.

7. Camoufléts or suspected camoufléts will therefore be roped off by the Police. Barriers should, if possible, be guarded, or at least inspected from time to time. "Unexploded Bomb" notices may be used as warnings to the public. Householders close to the incident should be warned, but no evacuation is necessary.

8. The official respirators for use in poison gas GIVE NO PROTECTION against carbon monoxide. It is useless to attempt to work in a camouflé without special apparatus.

Disposal.

9. Regular Bomb Disposal Units will render camoufléts safe but will not be responsible for filling in craters or otherwise restoring the site.

Auxiliary Bomb Disposal Units will only act under the direct orders of the R. E. Bomb Disposal Officer as regards rendering camoufléts safe, but they may be used to fill in craters, if desired.

Example of a Camouflé Incident.

10. Several houses demolished—crater in backyard of one of the houses—backyard wall demolished thus giving open access.

Incident duly reported. Bombed out people collected their belongings, often passing over crust or crater. Crater not roped off and no kind of protection provided.

About *three weeks after* incident, a little girl about 8 playing with other children on crater crust—crust broke girl fell in. Boy about 12 came and was lowered into crater with rope—overcome by fumes in the crater.

Two A. F. S. Men also volunteered—all four lives lost

EXAMPLES OF CAMOUFLETS.

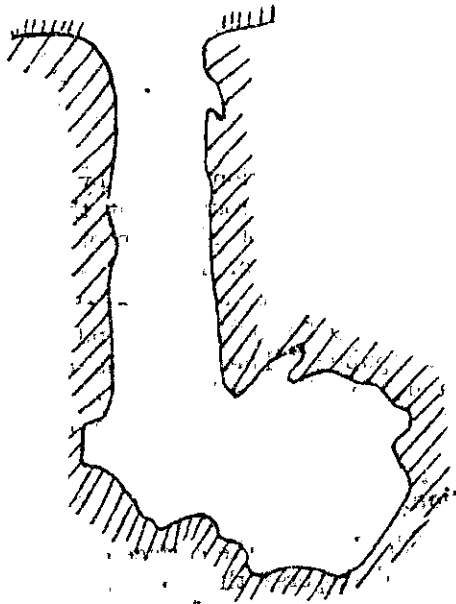


FIGURE 1.

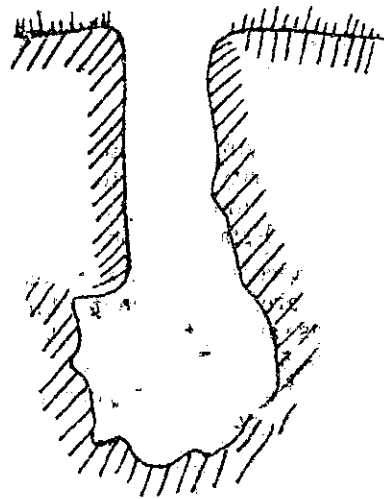


FIGURE 2.

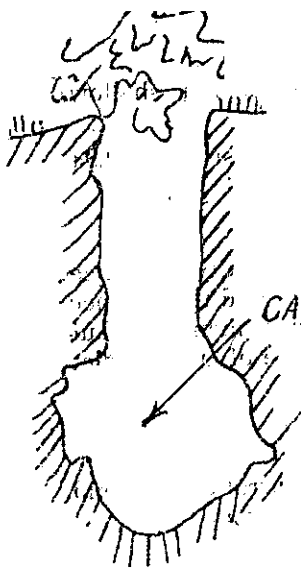


FIGURE 3A
(BEFORE SUBSIDENCE)

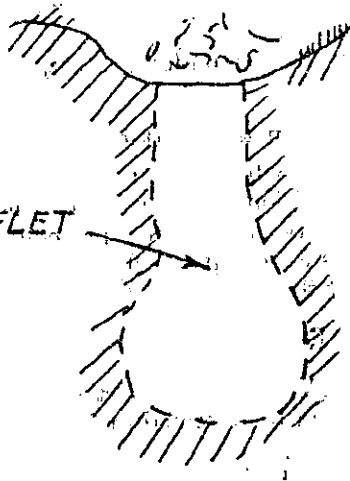


FIGURE 3B
(AFTER SUBSIDENCE)*



FIGURE 4

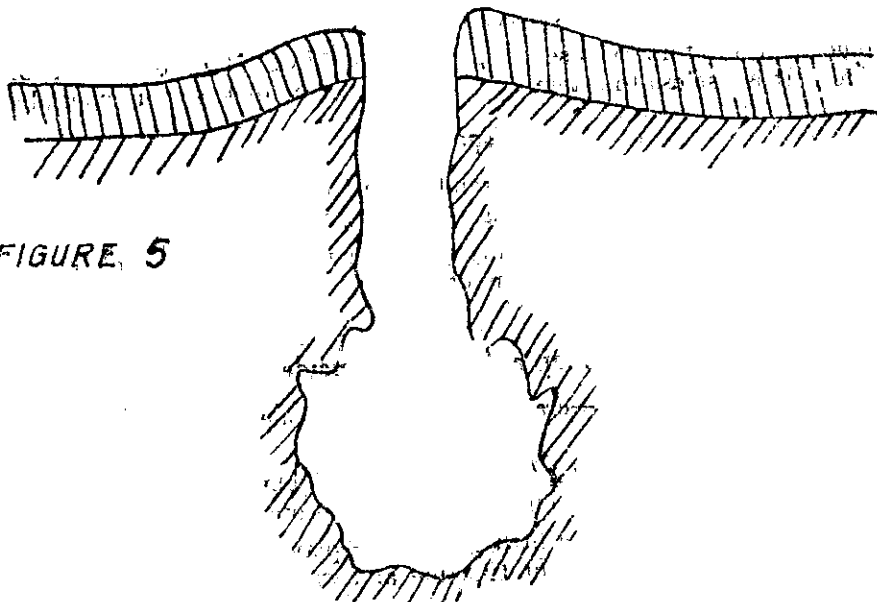


FIGURE 5

NB AFTER SUBSIDENCE THE HOLE OF ENTRY AND CAVITY MAY BE ONLY PARTIALLY FILLED

ANNEXURE TO THE BOMB DISPOSAL ORGANISATION PAMPHLET.

CAMOUFLETS.

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EXAMPLES OF CAMOUFLETS.

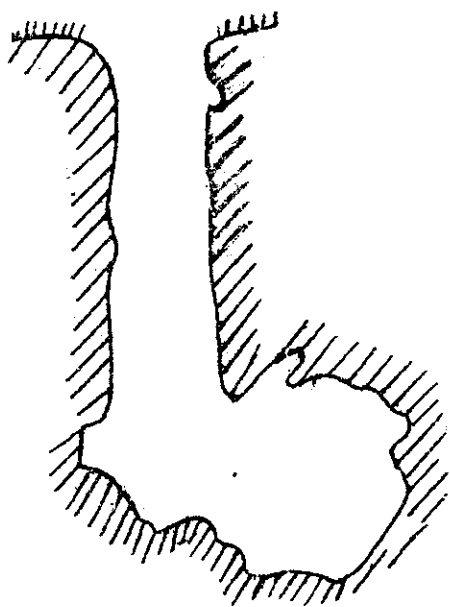


FIGURE 1.

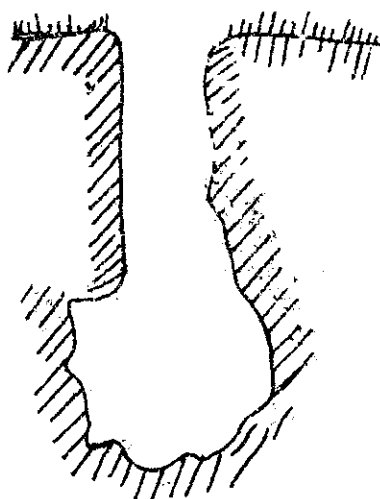


FIGURE 2.

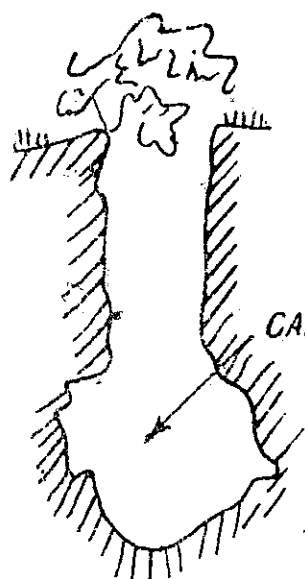


FIGURE 3A
(BEFORE SUBSIDENCE)

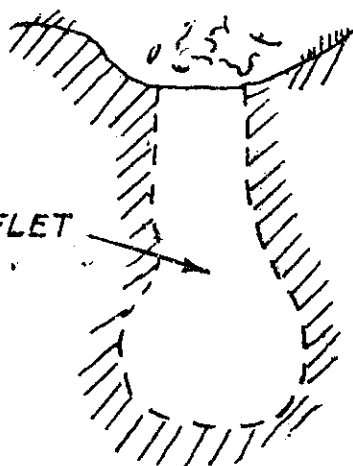


FIGURE 3B
(AFTER SUBSIDENCE)*

CAMOUFLET

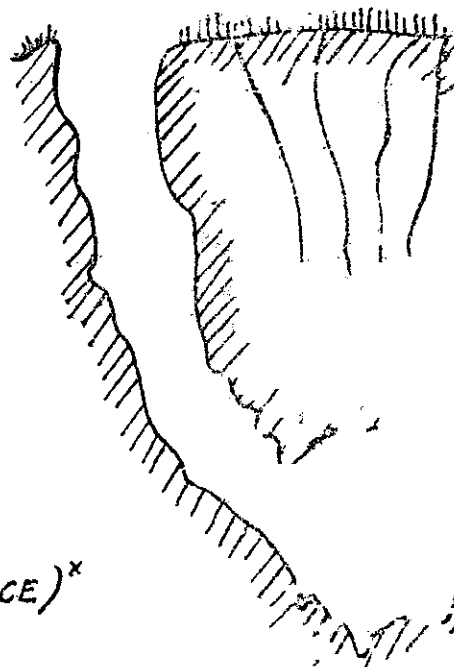


FIGURE 4

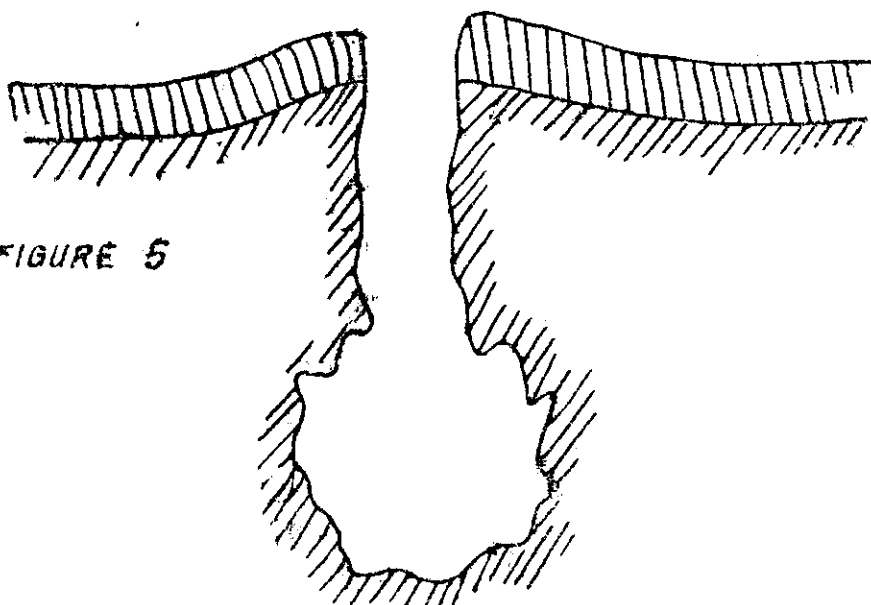


FIGURE 5

NB AFTER SUBSIDENCE, THE HOLE OF ENTRY AND CH. Y MAY BE ONLY PARTIALLY FILLED

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

URGENT.
SECRET.

W 96-41-41

No.

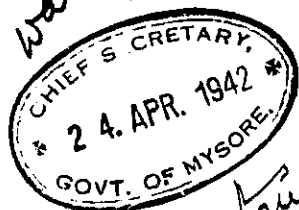
F. 3(24)-42/W. 1729/W.

FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.



Dated Bangalore, the 24th April 1942.

Unexploded Bombs.

SIR,

I am directed to forward herewith a copy of the Government of India, Civil Defence Department letter No.11/42-A.R.P.II(T), dated the 30th March 1942, and to request that in reporting the presence of unexploded bombs the channel of report outlined in paragraphs 7 and 8 of Appendix 'B' may kindly be adhered to and reports sent by local authorities to the priority deciding authority shown in Appendix 'A'.

2. The Government of India state that if the scheme is to work satisfactorily, it will be essential for each town of Class I, II and III to have at least one man trained in the detection of unexploded bombs. Courses are being arranged by them at Calcutta, Madras, Bombay, Karachi and possibly at Lahore, and I am to request you kindly to forward at the earliest possible date the vacancies at these courses which will be required by the Government of Mysore. A preliminary syllabus of the course is enclosed.

I have the honour to be,
Sir,
Your most obedient servant,

for SECRETARY TO THE RESIDENT.

ksln.

IMMEDIATE.

No. 2700/W
To with Encls.

27. 4. 42

The I.G. of Police.

Sir,

Unexploded bombs.

I am directed to forward for your information a copy of Resy. letter ~~xxxx~~ No. F.3(24)-42/W with enclosure dated the 24th April 1942/on the above subject, and to request you kindly to issue [↑] a second annexure to the Bomb Disposal Organisation Pamphlet on the lines indicated in the Govt. of India letter, (if considered necessary).

As regards para 2 of the Resy. letter I am to request you kindly to favour Govt. with your views as to the necessity or otherwise of nominating any person from this Govt. and the number of vacancies required.

An immediate reply is requested.

I have etc.,

^{26/4}
Chief Secy. to Govt.

You request the desirability of debarring candidates for under any the cause & the number of vacancies which may be for reserve for this post

2
25/4

SECRET &

IMMEDIATE.

W 96-41-2.

No. 2700/W
with Encls.

27th April 1942.

The Inspector-General of Police in Mysore.

Unexploded bombs.

I am directed to forward for your information a copy of Residency letter No.F.3(24)-42/W dated the 24th April 1942 with enclosure (in original) on the above subject, and to request you kindly to issue, if necessary, a second annexure to the Bomb Disposal Organisation Pamphlet on the lines indicated in the Government of India letter.

As regards para 2 of the Residency letter, I am to request you kindly to favour Government with your views as regards the desirability of deputation, candidates for undergoing the course and the number of vacancies which may be got reserved for this Government.

An immediate reply is requested.

I have the honour to be,

Sir,

Your most obedient servant,


For Chief Secretary to Government.

W96-41-3.

1832/4

GOVERNMENT OF MYSORE

IMMEDIATE

Tele ^{gram}
phone

OFFICE OF

the Inspector General of Police
in Mysore, Bangalore.

No. ARP. 30/41-42
Encls.

Date May 1, 1942.

G. M. MEHKRI Esq., B.A., LL.B.,

Chief Secretary to the Govt. of Mysore,
Bangalore.

Wang To
CHIEF SECRETARY
2. MAY 1942
OF MYSORE
Sir, *++*
45

Unexploded bombs.

In reply to your letter No. 2700/W of the 27th April 1942, I have the honour to state that action is being taken to issue an annexure to the Bomb Disposal Organization pamphlet.

With reference to paragraph 2 of your letter, I consider it very desirable to depute candidates to undergo the course and request that four vacancies, one for each of the Class II towns of Bangalore, Mysore and Bhadravati and one for the Class III town of Kolar Gold Field may kindly be arranged to be reserved at Madras.

I have the honour to be,
Sir,
Your most obedient servant,

M. J. Jadhav

Inspector General of Police.

GS

Ang

URGENT & SECRET.

Ld 2089 d 6.5.1941
To

The Secy. to the Resident.

Sir,

Unexploded Bombs.

I am directed to acknowledge the receipt of your letter No.F.3(24)-42/W dated the 24th April 1942 on the above subject, and ~~xxx~~ to state that the instructions contained in para 1 of the letter have been noted and necessary ~~xxxxxxxx~~ action taken.

SVah
A Re para 2 of your letter, I am to ~~and~~ that this Govt. will be obliged if four vacancies are kindly arranged to be reserved at Madras for this Govt. ~~since it is considered desirable~~ ~~xx~~ to depute candidates to undergo the course, one for each of the Class II Towns of Bangalore, Mysore, and Bhadravati and one for the Class III Town of K.G.F.

I have ~~xxx~~ etc.,

7/5/42
Chief Secy. to Govt.

Copy to I.G.P.

URGENT &
SECRET.

5th May 1942.

Lot 2088

W96 41-4

The Secretary to the Hon'ble the Resident in
Mysore.

Unexploded Bombs.

I am directed to acknowledge the receipt of your letter No.F.3(24)-42/W dated the 24th April 1942 on the above subject, and to state that the instructions contained in para 1 of the letter have been noted and necessary action taken.

As regards para 2 of your letter, I am to state that this Government will be obliged if four vacancies are kindly arranged to be reserved at Madras for this Government.

I have the honour to be,
Sir,
Your most obedient servant,

(Sd.) M.G. Mehkri.

~~For~~ Chief Secretary to Government.

Memo No. 2874/W.

Dated the 5th May 1942.

Copy of the above is forwarded with compliments to

Inspector-General of Police in Mysore, Bangalore.

For Chief Secretary to Govt.

CS

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

W96-41-5

No.F.3 (24)-42/W.

1866/W

FROM

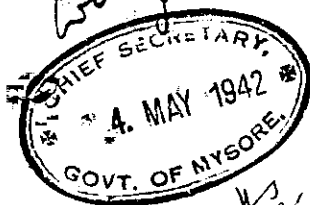
THE SECRETARY

TO THE HON'BLE THE RESIDENT IN MYSORE.

To The Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.

Dated Bangalore, the 4th May 1942.

Instructions - Crashed or
force landed-Aircraft.



SIR,

I am directed to forward a copy of the Government of India, Civil Defence Department letter to all Provincial Governments and Chief Commissioners, No.11/42-A.R.P.II(T) dated the 10th April 1942, and to request that, if there is no objection, the reports mentioned in paragraphs 7 and 11 may kindly be sent direct to this Residency by the quickest means possible.

I have the honour to be,
Sir,
Your most obedient servant,

W. L. Raman
for SECRETARY TO THE RESIDENT.

Civil Defence Department

Letter from the Deputy Secretary to the Government of India, /
to all Provincial Governments and Chief Commissioners, No. 11/42-A.R.P. II(T)
dated the 10th April 1942.

Instructions - Crashed or force landed Aircraft.

I am directed to forward revised instructions on this subject and to say that the following letters are cancelled.

A Home Department letters No. 78/61/40-A.R.P. of 9th September, 1941 and 27th September 1941.

2. General Instruction.

A crashed or force landed enemy aircraft is the property of the Air Force which is the sole authority for its disposal. Information of vital importance is obtained from crashed aircraft documents and expert interrogation of prisoners of war. This can only be obtained by close-co-operation between the Civil, Military and Air Force authorities and in order to ensure that all available information is placed before the proper authorities with the minimum delay the following procedure should be adopted.

No part of an aircraft, its equipment or ~~armament~~ ^{armament} will in any circumstances be removed or interfered with, without the permission of Air Headquarters, India, except as indicated in paragraphs 4, 6, 8 and 15 below.

3. Action by Police, Civic Guards and A.R.P. Personnel on becoming aware that an Aircraft has crashed or made a forced landing.

An immediate report will be made to the nearest District Magistrate or Police Officer concerned giving the following details:-

- (a) Type and number (or identification letters) of aircraft.
- (b) Present location of aircraft, date and time of crash.
- (c) Particulars of each member of the crew. Required only if one or more are casualties:-

- (i) Giving personal or official number and rank.
- (ii) Stating whether-
 - Killed
 - Wounded
 - Uninjured.

Any



Enclosure to No. F 3(24)-42/W
dated 4th May '42. This may be
submitted to the one already sent.

W/S
S/S

Dated, New Delhi 10th April, 1942.

C.O.D. circular no 169/42

Subject:-Instructions - Crashed or force landed Aircraft.

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L + K

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- (c) Particulars of each member of the crew. Required only if one or more are casualties :-

(i) Giving personal or official number and rank.

(ii)....

(ii) Stating whether -

Killed.
Wounded.
Uninjured.

Any additional information obtained after the despatch of the signal is to be reported in a further signal prefixed by the letters "F.B.", "F.A.", "F.C." or "E.A." which is to bear a reference to the original signal.

(d) Whether carrying bombs or other specialist material.

(e) Location.

In the case of railways an immediate report will be made to all the nearest A.R.P. Railway Control Officers, and if there is no A.R.P. Railway Control Officer to the Senior Railway Official, who, in turn, will immediately report, giving the details mentioned above, to the nearest District Magistrate.

4. If the aircraft is on fire an immediate report will be made to the Fire Brigade.

In the case of railways an immediate report will be made to the Railway Fire Brigade, if any, or failing this to the Civil Fire Brigade.

5. On hearing of a crashed or force landed aircraft, the nearest police officer should :-

- (a) detail a guard to proceed to the scene immediately.
- (b) Remove any prisoners from the close vicinity of the aircraft to prevent sabotage and thoroughly search them for letters, documents, and personal effects, and segregate them as far as possible.
- (c) Ensure there is no fraternisation between prisoners and other persons.
- (d) Ensure no interrogation is attempted.
- (e) Arrange for wounded persons to be removed to hospital.
- (f) Ensure the aircraft is not inspected, looted or interfered with in any way.
- (g) Hand over all letters, documents and personal effects to an Air Force Officer, who will come to inspect the aircraft.
- (h) Maintain guard until notified by the Air Force Officer that inspection and salvage operations have been completed.

Where troops are available, they will normally provide these guards.

6. Every effort will be made to save the occupants of the aircraft and to render First Aid.

7. Action by District Magistrate or Police Officer.

On receipt of the report the District Magistrate will forward the details mentioned in paragraph 3 to the nearest Air Force Station stating whether the unexploded bombs, if any, constitute a danger to any vital establishment and inform the appropriate Police Headquarters. He will also inform Heads of the public utility services likely to be concerned, e.g. railways, gas, water, electricity, sewers, etc., of the position of the unexploded bomb so that appropriate safety measures such as cutting off supply, etc., can be taken by them against the possible premature explosion of the bomb.

8. The District Magistrate will take any other action considered necessary to save life or property, but see paragraph 2 above.

9. He will take early action to confirm whether unexploded bombs do in fact exist and will report the result to the Provincial Government.

Note:- The term District Magistrate in this letter denotes the officer responsible for all Civil Defence Measures in a civil district, city or town in British India and the equivalent in Indian States.

10. Action by Police.

The Police will decide whether it is necessary to clear an area and divert traffic and will take steps to give effect to the decision. A.R.P. Services on the spot should be warned of the presence of unexploded bombs but should not be prevented from continuing with work of Rescue and attending to casualties.

Roads which have been closed on account of the presence of an unexploded bomb may still have to be used for military traffic or by fire fighting appliances or other Civil Defence and A.R.P. Vehicles engaged on essential work.

When roads have been closed and traffic diverted the Police will inform the Provincial Government through the District Magistrate of the extent of the dislocation and the degree of urgency in restoring normal conditions so that they may have

guidance when deciding the order of priority for dealing with unexploded bombs. The A.R.P. Controller will also be informed so that he may communicate the fact that certain roads are blocked, to the A.R.P. Services.

Where houses have to be cleared, particularly at night, the inhabitants should be allowed time to take an adequate supply of clothing.

All action noted herein to be taken by the Police, will in the case of unexploded bombs being found on Railway Premises, be taken by the Railway Administrations. It will not normally be necessary for the Civil Police to enter Railway Premises for this purpose.

11. Action by the District Magistrate.

He will immediately make a report to the nearest Air Force Station in the form given in paragraph 3, provided it is not more than six hours' travelling distance by road or rail when he will make his report to Air Headquarters, India, New Delhi.

These reports must NOT be sent by wireless unless telegraphic and telephonic communications are not available in which case they may be sent by wireless in cypher signal, priority 'Important', by arrangement with the military authorities.

12. On receipt of the above reports -

- (a) the Commander of the nearest Air Force Station (see paragraph 11) will report to Air Headquarters, India, and will arrange for a preliminary visual inspection.
- (b) Air Headquarters, India, will decide whether the aircraft is to be examined by Air Force technical personnel and if so will advise the District Magistrate of the date and time of the inspection and ask for any local assistance which may be required. The District Magistrate will arrange for the assistance and inform all those concerned e.g. Railway Authorities, Public Utilities, etc.

13. If no technical inspection is to be carried out the District Magistrate will be given instructions by Air Headquarters, India, for the disposal of the aircraft and its equipment.

14. In the event of a crash, the real danger will be of bombs exploding if the aircraft is on fire, therefore, the area surrounding the aircraft must be kept well clear.

15. Crashed, etc., Aircraft in Railway and Factory Premises.

The Railway Authorities and Factories will report the fall of crashed aircraft and aircraft which have made a forced landing, to the A.R.P. Control Room or in the manner set out in paragraph 3 above stating in addition whether unexploded bombs in the aircraft, if any, constitute a danger to any vital installation, or whether the aircraft interfere seriously with railway working.

The Railway Authorities are permitted to remove crashed aircraft to the side of the line, using their own personnel, cranes or other equipment, but this must not be done until the aircraft has been made safe for handling.

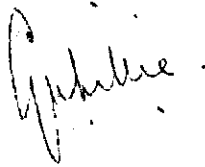
16. Crashed, etc., Aircraft in Cantonments.

The Military Authorities will make the report mentioned in paragraph 7 above to the District Magistrate stating in addition whether the unexploded bombs in the aircraft, if any, constitute a danger to any vital installation.

I have the honour to be,

Sir,

Your most obedient servant,



Deputy Secretary to "

SECRET.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No. **2962-70/V.Esels.** -

General and Revenue Secretariat,

Dated Bangalore, ...**13th**... **May**... **1942**..19

FROM

Chief

The Secretary to the Government of His Highness the Maharaja of Mysore.

To

The District Magistrates of Districts.

Sir,

**Instructions - Crashed or force landed
Aircraft.**

I am directed to forward for information a copy of the Government of India, Civil Defence Department letter to all Provincial Governments and Chief Commissioners, No.11/42. A.R.P.(II)(T) dated the 10th April 1942, received from the Residency, and to request that the reports mentioned in paragraphs 7 and 11 may kindly be sent direct to the Residency immediately, with a copy to this Office.

I have the honour to be,

Sir,

Your most obedient servant,

(Sd.).M.G. Mehkri.

~~For~~ **Chief Secretary to Government.**

Memo No. **2971/W.**

Dated the 13th May 1942.

Copy of the above is forwarded with compliments to the Inspector-General of Police in Mysore, for information, with a request that necessary instructions may kindly be issued to the concerned officers.

PS

For Chief Secretary to Government

Copy of letter No.11/42-A.R.P.II(T), dated the 10th April 1942, from the Government of India, Civil Defence Dept., to all Provincial Govts. and Chief Commrs.

C.D.D. Circular No.169/42.

Sub:- Instructions - Crashed or force landed Aircraft.

I am directed to forward revised instructions on this subject and to say that the following letters are cancelled.

Home Dept. letters No.78/61/40-A.R.P., of 9th Sept., 1941 and 27th Sept. 1941.

2. General Instruction.

A crashed or force landed enemy aircraft is the property of the Air Force, which is the sole authority for its disposal. Information of vital importance is obtained from crashed aircraft documents and expert interrogation of prisoners of war. This can only be obtained by close co-operation between the Civil, Military and Air Force authorities and in order to ensure that all available information is placed before the proper authorities with the minimum delay the following procedure should be adopted.

No part of an aircraft, its equipment or armament will in any circumstances be removed or interfered with, without the permission of Air Headquarters, India, except as indicated in paragraphs 4, 6 8, and 15 below.

3. Action by Police, Civic Guards and A.R.P. Personnel on becoming aware that an Aircraft has crashed or made a forced landing.

An immediate report will be made to the nearest Dist. Magistrate or Police Officer concerned giving the following details:-

- (a) Type and number (or identification letters) of aircraft.
- (b) Present location of aircraft, date and time of crash.
- (c) Particulars of each member of the crew. Required only if one or more are casualties:-
 - (i) Giving personal or official number and rank.
 - (ii) Stating whether -

Killed, Wounded, Uninjured.

Any additional information obtained after the despatch of the signal is to be reported in a further signal prefixed by the letters "F.B.", "F.A.", "F.C." or "E.A." which is to bear a reference to the original signal.

- (d) Whether carrying bombs or other specialist material.
- (e) Location.

In the case of railways an immediate report will be made to all the nearest A.R.P. Railway Control Officers, and if there is no A.R.P. Railway Control Officer to the Senior Railway Official, who, in turn, will immediately report, giving the details mentioned above, to the nearest Dist. Magistrate.

4. If the aircraft is on fire an immediate report will be made to the Fire Brigade.

In the case of railways an immediate report will be made to the Railway Fire Brigade, if any, or ~~fax~~ failing this to the Civil Fire Brigade.

5. On hearing of a crashed or force landed aircraft, the nearest police officer should:-

- (a) detail a guard to proceed to the scene immediately.
- (b) Remove any prisoners from the close vicinity of the aircraft to prevent sabotage and thoroughly search them for letters, documents, and personal effects, and segregate them as far as possible.
- (c) Ensure there is no fraternisation between prisoners and other persons.
- (d) Ensure no interrogation is attempted.
- (e) Arrange for wounded persons to be removed to hospital.
- (f) Ensure the aircraft is not inspected, looted or interfered with in any way.
- (g) Hand over all letters, documents and personal effects to an Air Force Officer, who will come to inspect the aircraft.
- (h) Maintain guard until notified by the Air Force Officer that inspection and salvage operations have been completed.

Where troops are available, they will normally provide these guards.

6. Every effort will be made to save the occupants of the aircraft and to render First Aid.

7. Action by Dist. Magistrate or Police Officer:

On receipt of the report the Dist. Magistrate will forward the details mentioned in para 3 to the nearest Air Force Station stating whether the unexploded bombs, if any, constitute a danger to any vital establishment and inform the appropriate Police Headquarters. He will also inform Heads of the public utility services likely to be concerned, e.g., railways, gas, water, electricity, sewers, etc., of the position of the unexploded bomb so that appropriate safety measures such as cutting off supply etc. ~~fixxx~~ can be taken by them against the possible premature explosion of the bomb.

8. The Dist. Magistrate will take any other action considered necessary to save life or property, but see para 2 above.

9. He will take early action to confirm whether unexploded bombs do in fact exist and will report the result to the Provincial Govt.

Note: The term Dist. Magistrate in this letter denotes the Officer responsible for all Civil Defence Measures in a Civil Dist., city or town in British India and the equivalent in Indian States.

10. Action by Police.

The Police will decide whether it is necessary to clear an area and divert traffic and will take steps to give effect to the decision. A.R.P. Services on the spot should be warned of the presence of unexploded bombs but should not be prevented from continuing with work of Rescue and attending to casualties.

Roads which have been closed on account of the presence of an unexploded bomb may still have to be used for military traffic or by fire fighting appliances or other Civil Defence and A.R.P. Vehicles engaged on essential work.

When roads have been closed and traffic diverted the Police will inform the Provincial Govt. through the Dist. Magistrate of the extent of the dislocation and the degree of urgency in restoring normal conditions so that they may have guidance when deciding the order of priority for dealing with unexploded bombs. The A.R.P. Controller will also be informed so that he may communicate the fact that certain roads are blocked, to the A.R.P. services.

Where houses have to be cleared, particularly at night, the inhabitants should be allowed time to take an adequate supply of clothing.

All action noted herein to be taken by the Police, will in the case of unexploded bombs being found on Railway Premises, be taken by the Railway Administrations. It will not normally be necessary for the Civil Police to enter Railway Premises for this purpose.

11. Action by the Dist. Magistrate.

He will immediately make a report to the nearest Air Force Station in the form given in para 3, provided it is not more than six hours' travelling distance by road or rail when he will make his report to Air Headquarters, India, New Delhi.

These reports must NOT be sent by wireless unless telegraphic and telephonic communications are not available in which case they may be sent by wireless in cypher signal, priority 'important', by arrangement with the military authorities.

12. On receipt of the above reports -

- (a) the Commander of the nearest Air Force Station (see para 11) will report to Air Headquarters, India, and will arrange for a preliminary visual inspection.
- (b) Air Headquarters, India, will decide whether the aircraft is to be examined by Air Force technical personnel and if so will advise the Dist. Magistrate of the date and time of the inspection and ask for any local assistance which may be required. The Dist. Magistrate will arrange for the assistance and inform all those concerned, e.g., Railway Authorities, Public Utilities, etc.

13. If no technical inspection is to be carried out the Dist. Magistrate will be given instructions by Air Headquarters, India, for the disposal of the aircraft and its equipment.

14. In the event of a crash, the real danger will be of bombs exploding if the aircraft is on fire, therefore, the area surrounding the aircraft must be kept well clear.

15. Crashed, etc., Aircraft in Railway and Factory Premises.

The Railway Authorities and Factories will report the fall of crashed aircraft and aircraft which have made a forced landing, to the A.R.P. Control Room or in the manner set out in para 3 above stating in addition whether unexploded bombs in the aircraft, if any, constitute a danger to any vital installation, or whether the aircraft interfere seriously with railway working.

The Railway Authorities are permitted to remove crashed aircraft to the side of the line, using their own personnel, cranes or other equipment, but this must not be done until the aircraft has been made safe for ~~man~~ handling.

16. Crashed, etc., Aircraft in Cantonments.

The Military Authorities will make the report mentioned in para 7 above to the Dist. Magistrate stating in addition whether the unexploded bombs in the aircraft, if any, constitute a danger to any vital installation.

Copy of letter No.11/42-A.R.P.II(T), dated the 10th April 1942, from the Government of India, Civil Defence Dept., to all Provincial Govts. and Chief Comms.

- - - - -

C.D.D. Circular No.169/42.

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- (c) Particulars of each member of the crew. Required only if one or more are casualties:-
 - (i) Giving personal or official number and rank.
 - (ii) Stating whether -

Killed, Wounded, Uninjured.

Any additional information obtained after the despatch of the signal is to be reported in a further signal prefixed by the letters "F.B.", "F.A.", "F.C." or "E.A." which is to bear a reference to the original signal.

- (d) Whether carrying bombs or other specialist material.
- (e) Location.

In the case of railways an immediate report will be made to all the nearest A.R.P. Railway Control Officers, and if there is no A.R.P. Railway Control Officer to the Senior Railway Official, who, in turn, will immediately report, giving the details mentioned above, to the nearest Dist. Magistrate.

4. If the aircraft is on fire an immediate report will be made to the Fire Brigade.

In the case of railways an immediate report will be made to the Railway Fire Brigade, if any, or ~~for~~ failing this to the Civil Fire Brigade.

5. On hearing of a crashed or force landed aircraft, the nearest police officer should:-

- (a) detail a guard to proceed to the scene immediately.
- (b) Remove any prisoners from the close vicinity of the aircraft to prevent sabotage and thoroughly search them for letters, documents, and personal effects, and segregate them as far as possible.
- (c) Ensure there is no fraternisation between prisoners and other persons.
- (d) Ensure no interrogation is attempted.
- (e) Arrange for wounded persons to be removed to hospital.
- (f) Ensure the aircraft is not inspected, looted or interfered with in any way.
- (g) Hand over all letters, documents and personal effects to an Air Force Officer, who will come to inspect the aircraft.
- (h) Maintain guard until notified by the Air Force Officer that inspection and salvage operations have been completed.

Where troops are available, they will normally provide these guards.

6. Every effort will be made to save the occupants of the aircraft and to render First Aid.

7. Action by Dist. Magistrate or Police Officer:

On receipt of the report the Dist. Magistrate will forward the details mentioned in para 3 to the nearest Air Force Station stating whether the unexploded bombs, if any, constitute a danger to any vital establishment and inform the appropriate Police Headquarters. He will also inform Heads of the public utility services likely to be concerned, e.g., railways, gas, water, electricity, sewers, etc., of the position of the unexploded bomb so that appropriate safety measures such as cutting off supply etc. ~~sixxx~~ can be taken by them against the possible premature explosion of the bomb.

8. The Dist. Magistrate will take any other action considered necessary to save life or property, but see para 2 above.

9. He will take early action to confirm whether unexploded bombs do in fact exist and will report the result to the Provincial Govt.

Note: The term Dist. Magistrate in this letter denotes the Officer responsible for all Civil Defence Measures in a Civil Dist., city or town in British India and the equivalent in Indian States.

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Roads which have been closed on account of the presence of an unexploded bomb may still have to be used for military traffic or by fire fighting appliances or other Civil Defence and A.R.P. Vehicles engaged on essential work.

When roads have been closed and traffic diverted the Police will inform the Provincial Govt. through the Dist. Magistrate of the extent of the dislocation and the degree of urgency in restoring normal conditions so that they may have guidance when deciding the order of priority for dealing with unexploded bombs. The A.R.P. Controller will also be informed so that he may communicate the fact that certain roads are blocked, to the A.R.P. services.

Where houses have to be cleared, particularly at night, the inhabitants should be allowed time to take an adequate supply of clothing.

All action noted herein to be taken by the Police, will in the case of unexploded bombs being found on Railway Premises, be taken by the Railway Administrations. It will not normally be necessary for the Civil Police to enter Railway Premises for this purpose.

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These reports must NOT be sent by wireless unless telegraphic and telephonic communications are not available in which case they may be sent by wireless in cypher signal, priority 'important' by arrangement with the military authorities.

12. On receipt of the above reports -

- (a) the Commander of the nearest Air Force Station (see para 11) will report to Air Headquarters, India, and will arrange for a preliminary visual inspection.
- (b) Air Headquarters, India, will decide whether the aircraft is to be examined by Air Force technical personnel and if so will advise the Dist. Magistrate of the date and time of the inspection and ask for any local assistance which may be required. The Dist. Magistrate will arrange for the assistance and inform all those concerned, e.g., Railway Authorities, Public Utilities, etc.

13. If no technical inspection is to be carried out the Dist. Magistrate will be given instructions by Air Headquarters, India, for the disposal of the aircraft and its equipment.

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The Railway Authorities are permitted to remove crashed aircraft to the side of the line, using their own personnel, cranes or other equipment, but this must not be done until the aircraft has been made safe for ~~handling~~ handling.

16. Crashed, etc., Aircraft in Cantonments.

The Military Authorities will make the report mentioned in para 7 above to the Dist. Magistrate stating in addition whether the unexploded bombs in the aircraft, if any, constitute a danger to any vital installation.

W96-41-7
GOVERNMENT OF MYSORE

2023/W.

Tele ^{gram}
phone

OFFICE OF

the Inspector General of Police
in Mysore,

Bangalore. Dated May 12, 1942.

Date

To

The Chief Secretary

to the Government of Mysore, Bangalore.



Subject: Printing of the revised 'Bomb Disposal Organisation'.

P I have the honour to invite kind reference to your letter No. 1518/W dated 20-1-1942 authorising me to have 300 copies of the instructions printed at the Government Press for distribution to several officers, and to state that the revised instructions on the subject received from the Government of India with your letter Q No. 2700/W dated 27-4-1942 contain numerous corrections and additions which cannot be made by issuing corrections. I consider it necessary to reprint the revised instructions. I therefore request that the Superintendent, Government Press, may kindly be authorised to print and supply me very early 300 copies of the above revised instructions, which will be sent to him direct.

Instructions with regard to the procedure to be adopted in case of crashed aircraft is also being revised and will be added on at the end of the above, when it is received.

I have the honour to be,
Sir,
Your most obedient servant,

M. Salada

INSPECTOR GENERAL OF POLICE.

Ch. K. S. S. S.

15/5/42

SUBJECT.....
.....
.....

Section
File No.
Serial No

Diary No. of letter replied to.....

General and Revenue Secretariat
()
the . 19

No.

To

The Super Gvt Printing
Printing of the Revised Bomb
Disposal Organisation.

Date of issue.....

Sir I am directed to request
you kindly to print and supply
immediately 300 copies of the
above Revised instructions re.
Bomb Disposal
which will be sent to you dated
by the LSP.

Signed by

List of enclosures.....

Copied by

Examined by.....

1
15/11 For Chief Secy to Govt
Copy to LSP with reply to his
letter A&P 20/41-420 12th May 42

18th May 1942.

3040/W
W 96.41-8

The Superintendent,
Government Printing.

Printing of the revised Bomb Disposal
Organisation.

- - - - -

I am directed to request you kindly to print and supply immediately 300 copies of the revised instructions regarding Bomb Disposal which will be sent to you direct by the Inspector-General of Police.

I have the honour to be,
Sir;
Your most obedient servant,

(Sd.) M.G.Mehkri.

Memo No. 3041/W. ~~For~~ Chief Secretary to Government.
Dated the 18th May.1942.

Copy of the above is forwarded with compliments to the Inspector-General of Police in Mysore, with reference to his letter No.A.R.P.30 dated the 12th May 1942.

Sd/- S.K.V. Suresh

~~For~~ For Chief Secretary to Govt.

W 96-41-9.
2103 W.
GOVERNMENT OF MYSORE

OFFICE OF

The District Magistrate,

Kadur District,

Chikmagalur.

Date 18th May 1942.

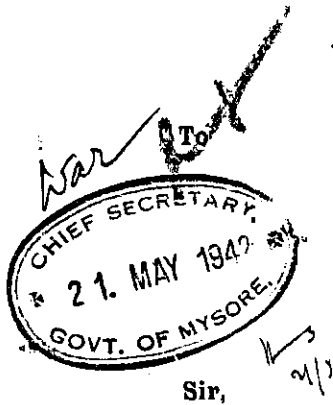
Tele gram
phone

No. J1.P.R.796/41-42
Encls.

The Chief Secretary

To the Government of Mysore,

Bangalore.



Subject:- Crashed or Force landed Aircraft.

Q With reference to your letter No.2962-70/W dated 13th May 1942 on the above subject, I have the honour to request to be informed on the following points:-

1. In para 3 of the enclosure to the above letter, ^{it} is stated that "any additional information obtained after the despatch of the (a) signal is to be reported in a further signal prefixed by the letters (b) "^{F.}~~N.~~B." "F.A." "F.C." or "E.A" which is ~~to~~ to bear a reference to the original signal"

What ~~is~~ this (a) "Signal" is, and (b) what do these letters "^{F.}~~N.~~B" etc., mean, may kindly be intimated.

2. In para 11-"Action by the District Magistrate" it is stated that ^{he} ~~the~~ (the District Magistrate) will immediately make a ~~x~~ report to the nearest Air Force Station in the form given in para 3

A copy of ^{this} ~~the~~ form may kindly be sent and the location of the ~~nearest~~ nearest Air Force Station may be intimated also, unless a report need be sent only to Government by the District Magistrate.

It is further stated in the latter portion of the same para that these reports may be sent by wireless in cypher signal ...

I request to be informed if any cypher is prescribed; if so, if it is to be used by the District Magistrates or if it is contemplated for use by the Residency only.

3202/W.
Enc 1

W96-41-10.

27.5.42

To

The I.G. of Police.

Crashed or Force landed Aircraft.
- - -

Sir,

I am directed to forward herewith a copy of letter No.J1.P.R.796 dated the 18th May 1942 from the Dy. Commr., Kadur, requesting information on certain points connected with crashed or force landed aircrafts, and to request that the information asked for by the Dy. Commr. may be kindly furnished to him.

^{a.}
~~I am not to add that~~ the appendices of the Govt. of India letter No.78/61/40 dated the 28th Aug. 1941, have been retained by you.

I have etc.,

H. S. 26/5

Chief Secy. to Govt.

Memo. 3203/W26/42

27.5.42

Copy to Dy. Commr., Kadur, for information, with reference to his letter dated the 18th May 1942.

27th May 1942.

3202/W -
Enc 1

The Inspector-General of Police in Mysore.

Crashed or force landed Aircraft.

I am directed to forward herewith a copy of letter No. J1.P.R.796 dated the 18th May 1942 from the Deputy Commissioner, Kadur, requesting information on certain points connected with crashed or force landed aircrafts, and to request that the information asked for by the Deputy Commissioner may be kindly furnished to him, as the appendices of the Government of India letter No.78/61/40 dated the 28th August 1941 have been retained by you.

I have the honour to be,
Sir,
Your most obedient servant,

(Sd.) M.G.Mehkri.
~~For~~ Chief Secretary to Government.

Memo No. 3203/W .

Dated the 27th May 1942.

Copy of the above is forwarded with compliments to the Deputy Commissioner, Kadur, for information, with reference to his letter dated the 18th May 1942.

2
For Chief Secretary to Government.



W 96-41-11.
GOVERNMENT OF MYSORE

Tele gram
phone

2206/W
OFFICE OF

The Inspector General of

Police in Mysore,

Bangalore.

Date May 30, 1942.

No. ARP.30/41-42.

Encls. 15

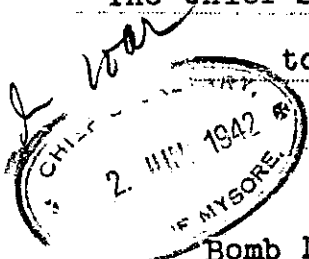
To

The Chief Secretary

to the Government of Mysore,

Bangalore.

Sir,



Bomb Disposal organisation.

I have the honor to enclose 15 copies of the revised instructions issued by the Government of India with regard to the procedure to be followed in connection with un-exploded bombs and crashed or force landed Aircraft.

I have the honor to be,
Sir,

Your most obedient servant,

M. J. K. K. K.

INSPECTOR GENERAL OF POLICE.

MPR.

BOMB DISPOSAL ORGANISATION.

BOMB DISPOSAL ORGANISATION.

Details of the Bomb Disposal Organisation and the procedure to be adopted in connection with unexploded bombs.

(Note.—The term "Bomb" in this letter includes incendiary bombs 1-Kg, 50-Kg, 250-Kg, or more, Parachute Mines, H. E. Bombs 50-Kg, 1000-Kg or more, Aeroplane Cannon Shells and Anti-aircraft shells.)

1. It is emphasised that the Naval and Military Authorities rely upon the Civil Defence organisation for accurate identification and reports of unexploded bombs and mines and that it is of first importance that these reports should be complete and duly authenticated.

There are two main tasks, first, to make sure that the Warden's Service and Bomb Reconnaissance Parties are trained to detect and report unexploded bombs and mines and to impress the importance of this matter on Training Officers. Secondly, to make sure that the local authority is in a position to handle these reports and fulfil all its functions.

2. The whole of India has been divided into areas and sub-areas for the purpose of the disposal of unexploded bombs (UXB.) and unexploded mines (UXM's). The division into sub-areas is for the convenience of the working of the Bomb Disposal Organisation only.

In each area one authority only will be responsible for deciding the priority of disposal of UXB, found any where in the area. This authority is named in Appendix A in which the areas are also described.

Bomb Disposal Companies will operate over more than one area. The exact location of each Bomb Disposal Company Headquarters will be decided in the very near future, and officers Commanding Bomb Disposal Companies have been instructed to inform the authorities who decide on the priority of disposal of their address and telephone number as soon as their Headquarters is established.

3. The Government of India have decided that—

- (a) the preliminary reconnaissance and confirmation of the location and the existence of unexploded bombs is the responsibility of the Civil Defence and A.R.P. Organisation except in Naval, Army and Air Force areas where it is the responsibility of those Services and within Railway Premises and Port Areas where it is the responsibility of the Railway Authorities and the Port Authorities, respectively;
- (b) the Provincial Governments and Certain Residents, (*see* Appendix A) are responsible for deciding the priority of disposal of unexploded bombs in the areas into which India has been divided whether they fall on British India or on Indian States, and will deal direct with Bomb Disposal Company Headquarters. If it should so happen that two or more Provincial Governments call for Bomb Disposal Sections from one Bomb Disposal Headquarters at the same time the O.C. Bomb Disposal Company will inform them so that priority can be decided by consultation on the telephone between the Governments concerned;
- (c) the final disposal of unexploded bombs is the responsibility of Bomb Disposal Sections organised by the Military Authorities;
- (d) the rendering safe of Parachute Mines, Non-Parachute Magnetic Mines and mines washed ashore is the responsibility of Mine Disposal Officers appointed by Naval Authorities. Provincial Government and Residents will ask for the services of a Mine Disposal Officer through the Bomb Disposal Company, Headquarters.

4. The following Appendices are attached :—

Appendix A—Authorities responsible for deciding priority of disposal of UXB and Division of India into areas.

Appendix B—Procedure for dealing with unexploded bombs.

Appendix C—Form of report on unexploded bombs.

Appendix D—Clearance of danger areas.

Appendix E—Notes on the detection of unexploded bombs.

Appendix F—Description of certain types of bombs and the precautions to be taken when handling them.

Appendix G—Abbreviations to be adopted when reporting unexploded bombs.

5. The recognition of unexploded bombs is not always easy and it will be necessary for the Provincial Government and Indian State concerned to train the Civic Guards, Police and Air Raid Precautions Wardens and Wardens of Railways, Ports and Factories of all categories, etc., so that they will be able to undertake the "preliminary reconnaissance". (See Appendix 'B' paragraph 1). In addition a number of volunteers must be specially trained to carry out the duty of "Confirmation"—(See Appendix 'B', paragraph 4). These volunteers may be drawn from the authorised establishment of Air Raid Precautions Volunteers but normally will be found from existing Government servants. The Public Works Department personnel will probably be found suitable for this duty. Arrangements are accordingly being made to train instructors in the detection of unexploded bombs.

6. It is recommended that parties of two men each to carry out the duty of confirming reports of unexploded bombs should be organised in the first instance, at two per Report Centre. This scale may be increased if the situation necessitates it.

7. The term District Magistrate is used in this letter and the Appendices thereto to denote the officer responsible for all Civil Defence measures in a Civil District City or Town in British India and his equivalent in Indian States.

8. Details about the methods of dealing with unexploded mines or bombs and any reports made by Bomb Disposal Companies in the action they have taken in particular cases should be kept strictly secret. Apparently innocuous information such as the time limit allowed for Category B bombs, may give information to the enemy who has already shown himself singularly quick to adapt his methods to our tactics. The fact that we have knowledge of the existence of booby traps and other devices should never be disclosed.

9. Replies to complaints or requests for information should, therefore, be answered in general terms. If necessary, it should be pointed out in such correspondence that the responsibility for dealing with unexploded bombs rests with the military and that technical details of the methods used cannot be disclosed.

10. Any information contained in official memoranda which refers to the methods adopted by the military for dealing with unexploded bombs is strictly for the guidance of officers of Provincial Governments, and Indian States District Magistrates and Air Raid Precautions Controllers in ensuring effective co-operation with Bomb Disposal Companies and Naval Parties, and is not to be divulged to other persons.

11. Within official channels, information about methods of dealing with unexploded mines and bombs is to be given only in so far as it is necessary for operations. Papers about unexploded bombs should be marked 'For Official Use Only' (F.O.U.O.) and circulated under cover.

APPENDIX 'A'.

Division of Bomb Disposal Responsibility by Areas and Sub-Areas.

Area.—MADRAS PRESIDENCY.—(All Madras Presidency, with Mysore, Coorg and Madras States).

Authority for deciding Priority within Area; the Madras Presidency Government.

Sub-area.—Mysore State, South Kanara and Coorg and Sandur State.

APPENDIX 'B'.

Procedure for Dealing with Unexploded Bombs.

Note.—The term unexploded bombs in this Appendix include Parachute Mines, High Explosive Bombs, Anti personnel Bombs, Incendiary Bombs of all types but see para 27.

Preliminary Reconnaissance.

1. As soon as it is suspected that a bomb has fallen in a particular locality and not exploded the Police, Civic Guards and A. R. P. Wardens should search for its exact location, and decide whether the bomb has exploded or not (See Appendix 'E'). The exact spot should be marked.

Report on Preliminary Reconnaissance.

2. If it is decided that the bomb is unexploded or there is doubt, an immediate report stating the exact location of the bomb and whether it is buried or on the surface (See Appendix 'D' paragraph 2 and 3) should be made to the Control Centre. The A. R. P. Controller will immediately inform the appropriate Police Headquarters giving all the relevant available information on which the decision about the extent of the area to be cleared can be based. He will also inform Heads of the public utility services likely to be concerned, *e.g.* Railways, gas, water, electricity, sewers, etc., of the position of an unexploded bomb so that appropriate safety measures such as cutting off supply, etc., can be taken by them against the possible premature explosion of the bomb.

Action by Police.

3. The police will then decide whether it is necessary to clear an area and divert traffic and will take steps to give effect to the decision. (See Appendix 'D.') A. R. P. Services on the spot should be warned of the presence of an unexploded bomb but should not be prevented from continuing with the work of Rescue and attending to casualties.

Roads which have been closed on account of the presence of an unexploded bomb may still have to be used for military traffic or by fire fighting appliances or other Civil Defence and A. R. P. Vehicles engaged on essential work.

When roads have been closed and traffic diverted, the Police will inform the District Magistrate of the extent of the dislocation and the degree of urgency in restoring normal conditions so that he may have guidance when suggesting the order of priority for dealing with unexploded bombs. The Control Centre will also be informed so that the fact that certain roads are closed, may be communicated to the A. R. P. Services.

Where houses have to be cleared, particularly at night the inhabitants should be allowed time to take an adequate supply of clothing.

In order to facilitate their recognition, the following markings will be placed on vehicles used by Bomb or Mine Disposal Sections :—

- (a) All mudguards or equivalent portions painted signal red.
- (b) "B. D. S." or "M. D. S." to be painted in red in letters 4" high any where in front of the vehicle except on the windscreen.
- (c) Near side lights to be fitted with a yellow filter with the letters B. D. S. in Red.

When travelling on priority duty a bell will be sounded.

The police should ensure that a free passage is given to vehicles with these marking.

• Confirmation.

4. As soon as possible after receipt of the immediate report mentioned in paragraph 2 the A. R. P. Controller will send personnel specially trained in the recognition of unexploded bombs, hereafter called the Bomb Reconnaissance Party, to confirm whether an unexploded bomb does in fact exist (and to make a report on a special form (See Appendix 'C')). Only the minimum number of Bomb Reconnaissance personnel necessary for the task should be despatched on this dangerous duty.

Action on Receipt of Definite Information that a Previously Reported Unexploded Bomb does not exist or has been Rendered Harmless.

5. If the A. R. P. Controller is informed by the bomb Reconnaissance Party or a Bomb Disposal Section that the bomb previously reported as unexploded does NOT in fact exist, has exploded or has been disposed of he will inform immediately ;

- (1) *The Police* so that persons who have been evacuated from their home may return and any restrictions imposed in the area may be withdrawn ; and
- (2) *The Heads of the public utility services*, who were previously warned (See paragraph 2 above).

The Police will inform the District Magistrate and the A. R. P. Controller when the roads previously reported closed (See paragraph 3 above) have been reopened and restrictions removed.

When an U. X. B. has been disposed of the District Magistrate will inform the authority responsible for deciding priority by sending it the card duly completed by the O. C. Bomb Disposal Section, See para 13 and 14 (iii) below.

Action by the A. R. P. Controller when the Presence of Unexploded Bombs is Confirmed, or Strongly Suspected.

6. This action will NOT be taken unless the A. R. P. Controller has received the confirmatory report from the bomb Reconnaissance Party.

If the presence of unexploded bombs is confirmed or strongly suspected by the Bomb Reconnaissance Party he will immediately inform the District Magistrate and the Police passing to each copies of the Bomb Reconnaissance Party's reports (See Appendix C) with any other facts which he thinks will assist the District Magistrate to suggest priority of disposal.

Action by the District Magistrate on Receipt of Confirmed Information of the Presence or Suspected Presence of Unexploded Bombs.

(a) Channel of Reporting.

- (i) In an area where the Provincial Government decides priority of disposal the District Magistrate will report :—

In British India, to the Provincial Government.

In an Indian State, to the Durbar who will forward it to the Provincial Government direct with a copy to the Resident or Political Agent as applicable.

- (ii) In an area where the Resident decides priority of disposal the District Magistrate will report :—

In British India, direct to the Resident.

In an Indian State, direct to Durbar who will forward it to the Resident with a copy to the Political Agent if the State is under a Political Agency.

(b) Reports.

- (i) If the District Magistrate considers that the U.X.B. comes within Category A (See para 9 below) he will report by the quickest means possible giving the following details :—

Location

Whether the bomb is visible or not

Reason for suggesting Category A.

Brief details or unusual features which may assist the Bomb Disposal Company Commander.

He will also complete the form given in Appendix C and despatch it by the first post (express).

- (ii) If the District Magistrate considers that the U. X. B. comes within Categories B.C. or D (See para 9 below) he will report by express letter by the first available post in the form given in Appendix C.

8. Action by the Durbar of an Indian State on Receipt of a Report of the Presence or Suspected Presence of U.X.B.S.

- (a) If it is considered that the U. X. B. should come within Category A the report in the form given in part 7 (b) (i) above will be sent by the quickest means followed by the complete report (See Appendix C) when received.
- (b) If it is considered that the U. X. B. should come within Categories B.C. or D the report will be despatched by express letter by the first available post in the form given in appendix C.

Action by the Provincial Government or Resident responsible for Deciding Priority of Disposal on Receipt of Reports of the Presence or Suspected Presence of U.X.B.

9. The Provincial Government Resident will decide priority of disposal as under :—

Category A. Immediate disposal of bomb essential to the war effort.

Category B. Disposal important to the War effort or to public morale but not so urgent as to justify immediate action.

Category C. Disposal necessary but not so urgent,

Category D. Disposal not essential provided simple precautions are taken *e.g.* Bombs in fields or open spaces where the risk to habitations or communications is not involved.

10. In making this decision it should be remembered that within 200 hours of the fall of the bomb it must be considered to be a time bomb, unless a Bomb Disposal officer can certify that this is unlikely, and that it may explode at any moment. The decision may, therefore, affect the lives of the Bomb disposal personnel.

11. A high priority should be given to the disposal of "Unburied bombs" (for definition see Appendix D para 2). The reason for this is that their splinter and blast effects are more marked than in the case of 'buried' bombs, and when they are found comparatively large clearance areas have to be evacuated. Normally a high degree of priority should be assigned to unexploded bombs on Railway premises.

12. Any tendency to put in Category A an unduly high proportion of unexploded bombs must be resisted. Unless proper discrimination is exercised Bomb

Disposal Sections will be put to unnecessary danger and may find themselves having to spend time on less urgent cases which could properly be put in a lower category of priority. It is, therefore, important when determining the category that consideration should be given to the extent of the dislocation to services likely to be caused by delay in disposal of the bomb, having regard to such alternative facilities as may be available.

In all cases where unexploded bombs have been placed in category A and the O. C. Bomb Disposal Company is not satisfied that the risk is justified he has a right of appeal to Military Command H. Q.

Action by the District Magistrate on the Arrival of a Bomb Disposal Section.

13. The District Magistrate will give to the officer in charge Bomb Disposal Section in duplicate, a separate card in the form given below for each bomb giving a clear description of the spot at which the bomb lies and the name of the Air Raid Precautions Controller and his telephone number (See paragraphs 14 (iii) and 20 below).

FORM OF CARD.

1. Name of A. R. P. Controller.....Telephone No.....
2. Exact location of bomb.....
3. Address of nearest Wardens Post to the UXB.....

Signed.

Dated

District Magistrate.

To be filled in by the Officer in charge, Bomb Disposal Section.

1. Serial No. of Bomb.....
2. Report on the disposal of the Bomb.....

Date.....Signed.....

O. C. No.....Bomb Disposal Section.....

Action by Bomb Disposal Sections on Receipt of Instructions to Dispose of Unexploded Bombs.

14. The following instructions are being issued to Mine Disposal Officers and officers Commanding Bomb Disposal Units by the Naval and Military authorities :—

- (i) Unexploded bombs will normally be dealt with in the order of priority given on the list supplied by the Provincial Government or Resident but circumstances may necessitate changes being made by the Company Commander in consultation with the Provincial Government or Resident concerned.
- (ii) The Officer Commanding a Bomb Disposal Section or Mine Disposal Officer will inform the District Magistrate and A. R. P. Controller when he is about to deal with an unexploded bomb.
- (iii) The Officer Commanding a section, or a Mine Disposal Officer will inform the A. R. P. Controller when any bomb has been dealt with or found harmless. In order that this information may be conveyed in a form which leaves no doubt of its authenticity a separate card in duplicate for each bomb giving a clear description of the spot at which the bomb lies and the name of the A. R. P. Controller will be supplied by the District Magistrate (For form see paragraph 13 above).

The Officer in charge the Bomb Disposal Section, or the Mine Disposal Officer present, after he has dealt with a bomb or found it to be harmless, will note the fact on the appropriate card, and hand one copy of it to the nearest A. R. P. Warden's Post. The Warden in charge will at once inform the Controller by telephone and send the card to the Control Centre where when the necessary action has been taken it will be passed to the District Magistrate.

- (iv) Where it is considered necessary to detonate unexploded bombs *in situ* the Officer in charge of the Bomb Disposal Unit will first consult the District Magistrate, A. R. P. Controller and the Police.

In the case of mines, the Mine Disposal Officer will also hand into the nearest A. R. P. Warden's Post one copy of the form shown below. The Warden will take action as in (iii) above.

FORM TO BE HANDED TO A. R. P. WARDEN WHEN MINE IS SAFE.

Mine Disposal Section.

Naval Office.

Time

At

Base

Date

*(a) Mine has been rendered safe. Carcass to be removed by army for disposal.

*(b) Mine has been rendered safe, carcass has been/will be removed by Navy.

*(c) Mine has been destroyed *in situ*.

Remarks

Signed

Mine Disposal Officer.

Note:—Mine Carcass must be guarded until removed.

*Officer to strike out where not applicable.

If an unexploded bomb or Mine has fallen in Railway Premises the Officer in charge, the Bomb Disposal Section or the Mine Disposal Officer will hand the card to the nearest Railway A. R. P. Warden's Post and *not* to the Civil A. R. P. Warden's Post. The warden in charge will at once inform his Control Centre, which will in turn immediately inform the A. R. P. Controller by telephone. The forms will be sent as soon as possible to the Control Centre.

Abandonment of Bomb Disposal.

15. It may happen that a bomb Disposal Section after excavating cannot find an unexploded bomb which is known to have fallen. This may occur, for instance, when the bomb has penetrated into running sand, alluvial soil, or water-logged ground.

16. The question will then arise whether the bomb may properly be abandoned or whether it is necessary to take special steps (*e.g.*, by the employment of special equipment) to discover the bomb. The decision must depend on the circumstances of each particular case. Factors to be taken into consideration will include: the size of the bomb; the depth at which trace of it "lost"; when it fell; the nature of the ground; the importance of any neighbouring property and installations; the possibility of vibration affecting the bomb if it is abandoned and traffic is resumed in the vicinity.

17. The final decision whether to abandon a bomb must be taken by the Provincial Government, after the technical report of the responsible Bomb Disposal Officer and all relevant factors have been considered. When the decision is communicated to the District Magistrate, the police should at once be informed so that

any restrictions imposed on account of the presence of the bomb may be withdrawn or modified. The Executive Engineer should prepare a plan showing the supposed position and depth of the bomb and file it in his office for future reference, sending a copy also to the Provincial Government. The excavation may then be filled in. If it is on private property the owner should be told that the bomb has been abandoned.

18. If the bomb is on railway land, the railway authority will be consulted by the Provincial Government before a decision is reached, and any measures necessary to preserve a record of the supposed position of the bomb will be taken by the Railway authority.

19. Where the removal of a bomb would involve the disturbance of graves or religious buildings the bomb should be recommended for abandonment, unless its removal is necessary owing to its proximity to a road, railway, service mains or building. When the disturbance of graves is necessary, the head of the local religious community concerned should be consulted.

Action by the A. R. P. Controller on receipt of information that an Unexploded Bomb is about to be dealt with by a Bomb Disposal Section or Mine Disposal Officer.

20. The A. R. P. Controller will arrange for the Bomb Disposal Section or Mine Disposal Officer to be guided to the spot and for the presence of the Police and representatives of any public utility affected by the operations; (e.g., Railways, gas, water, electricity, sewage, etc.), so that the Section may be told of the whereabouts of underground mains, cables, etc., likely to be affected. He will inform the Railway authorities when a bomb Disposal or Mine Disposal Officer is about to deal with an unexploded bomb within Railway Premises in order that necessary precautions may be taken. He will render any assistance in his power to the Bomb Disposal Section or Mine Disposal Officer.

Unexploded Bombs on Railways or in Railway Workshops.

21. Railways will report unexploded bombs on the form given in appendix C to the District Magistrate stating the priority in which it is suggested that they should be dealt with and any information which will guide the District Magistrate in suggesting the relative priority of disposal to be assigned to those on Railway property and on other places.

22. All action noted herein to be taken by the Police, will in the case of unexploded bombs being found on Railway Premises, be taken by the Railway administrations. It will not normally be necessary for the Civil Police to enter Railway Premises for this purpose.

23. Provincial Governments and Indian States are requested to assist Railways by instructing the Police, Civic Guards, A. R. P. Personnel and General Public to report to the nearest Railway Official the fall of any bombs, whether unexploded or not, within Railway Premises.

Unexploded Bombs in Naval Areas, Military Cantonments and Royal Air Force Areas.

24. Instructions are being issued by the Naval, Military and Air Force Authorities to the officers concerned that reports of unexploded bombs which have been confirmed (see para. 4 above) and, in the case of Air Force Establishments where the Bombs cannot be dealt with by Air Force Personnel are to be made to the Provincial Government or Resident direct with a copy to the District Magistrate in the manner set out in para 7 (b) above. Reports will suggest the relative priority with which bombs should be dealt and information which will guide the Provincial Government or Resident when deciding on the priority of disposal of all unexploded bombs in the area. Reports will also state to whom the Bomb Disposal Section or Mine Disposal Officer should report on arrival in the Cantonment, Naval or Air Force area.

Unexploded Bombs in Factories.

25. Reports should be made to the A. R. P. Controller, through the nearest Warden's Post, if sent by telephone, for onward transmission to the District Magistrate except in the case of undertakings having their own Control Post when the reports should be sent from the Control Post.

Unexploded 1-kg. Incendiary Bombs. Aeroplane Cannon Shells. Anti-Aircraft Shells.

26. It is the duty of A. R. P. Workers to collect these if lying on the surface and take them to a suitable dump which should be appointed by the Police. Reports giving the numbers of each type of Bomb will be sent to the Provincial Government or Resident through the channel given in para 7 above. They will be disposed of by Bomb Disposal Sections as opportunity offers.

APPENDIX 'C'

REPORT ON UNEXPLODED BOMBS.

(To be sent in Duplicate to Provincial Government
Resident.)To..... (Authority given in appendix A through the
Durbar..... in the case of
Indian States.Copy..... (to nearest Bomb Disposal Section if where-
abouts known for advance information
only.)1. Exact Location
B. D. Sub Area number
Nearest Wardens Post.....

2. Date and hour of falling

3. Say if in :—

(i) Open ground, fields, etc.....

(ii) Built up area

(iii) Building (state type)

(iv) Naval, Army or Air Force, Railway—Port—Lands

4. What is the effect of the unexploded bombs on :—

(i) Civil Population

(ii) General Industry.....

(iii) Communications, Railways, etc.

(iv) Industrial War Effort.....

(v) Naval, Army, Air Force, Lands.....

If nothing affected, say so

5. State :—

(i) Can bomb be seen

(ii) Diameter of entry hole

(iii) Estimated size and depth.....

(iv) Type of ground.....

(v) Can water be seen in bottom of hole? Or give depth of water,
below ground in nearby wells.....

(vi) Can Bomb Disposal lorries approach the spot

(vii) If not how near can they come

6. Give distance from :—

(i) Building (State type).....

(ii) Water Mains

(iii) Sewers

(iv) Telephone or electricity mains.....

7. If near a railway, give distance from :—

A. (i) Running tracks.....

(ii) Bridges.....

(iii) Railway buildings and their nature.....

- B. Have trains been stopped?.....
8. Describe ;
 (i) Any part of bomb found.....
 (ii) Colours and markings of any part.....
9. Any special remarks. Give full details such as:—difficulties of reaching site, roads in flood, state of roads if in out-of-way place.....
 etc.
10. Give sketch if possible (showing distances from buildings, etc.).....

Signature of Officer In-charge
 Reconnaissance Party or other Officer,
 Making report.....

Rank.....

Date.....

To be filled in by District Magistrate or Military Commander, concerned.

1. Suggested Category.....
2. Officer to whom the Bomb Disposal Section should report with full address in English and local script.....

N.B.—Category “A” Immediate disposal of bomb essential for War effort.....

“B” Disposal important to the War effort
 or to public morale but not so urgent
 as to justify immediate action.

“C” Disposal necessary but not so urgent.

“D” Disposal not essential provided simple precautions are taken *e.g.* Bombs in fields or open spaces where the risk to habitations or communications is not involved.

Signed.....

District Magistrate or Military
 Commander concerned.....

Date.....

To be filled in by Authority for deciding priority of disposal.

BOMB Category allocated.....

Passed for action to..... B. D. Company At.....

Time..... Date.....

For Provincial Government
Resident.

APPENDIX 'D'.

CLEARANCE OF DANGER AREAS.

1. All buried unexploded bombs must be regarded as potential time bombs, which may explode up to 200 hours from the time they fell, until the contrary has been proved.

2. Unburied Bombs.

Areas to be cleared.

(a) The definition of an 'Unburied Bomb' is a bomb which is either on the surface or

In the case of a	50-Kg.	buried to a depth of	2 feet.
Do	250-Kg.	do	4 "
Do	500-Kg.	do	6 "
Do	1,000-Kg.	do	10 "

These depths refer to the body of the bomb and not to the tail fins.

(b) *Unburied bomb in the open.*—Circle of radius 300 yards should be cleared. This should be increased to 450 yards for bomb larger than 500-Kg.

(c) *Unburied bomb in a straight street (Fig 1).* (i) All buildings should be cleared entirely up to 30 yards from the bomb.

(ii) In buildings of three or more storeys, occupants should vacate rooms on all floors facing the bomb up to 100 yards on each side of the bomb. Occupants may, however, remain, in rooms on the second or higher floors at the back of such buildings, i.e., at the side remote from the bomb, where they are 30 yards away from the bomb.

(iii) One or two storey buildings should be entirely cleared up to 100 yards on each side of the bomb; and the front rooms (facing the bomb) should be vacated up to 200 yards on each side of the bomb.

(d) *Unburied bomb in small open spaces (Fig 2).*—(i) All buildings should be cleared entirely up to 30 yards.

(ii) In buildings of three or more storeys, all rooms facing the bomb up to 200 yards should be vacated.

(iii) All buildings of one or two storeys should be cleared within 200 yards of the bomb; and rooms of all houses facing the bomb should be vacated. (Up to 300 yards should be sufficient).

(e) *Bomb in buildings, narrow courts or alleys (Fig 3).*—All buildings should be cleared entirely up to 30 yards; as also should those exposed to the bomb without buildings intervening.

(f) *Unburied Anti-personnel and Japanese Incendiary (Phosphorus Bombs).*—Anti-personnel bombs are unlikely to be buried. Phosphorus bombs may be found buried but if so it will not be possible to distinguish them from H. E. bombs of similar weight and areas will be cleared as in para 3 below.

Buildings having walls of 13½ inch brick or its equivalent need not be cleared; but persons should not remain in rooms having windows facing the bomb and which are within 100 yards radius of it.

No one should be allowed to approach in the open within 100 yards radius of the bomb.

(g) *Period of clearance.*—The period during which clearance is enforced and the minimum restrictions of traffic for unburied bombs should, other things being equal, follow the rules laid down in paragraph 3 below for buried bombs.

It may, however, be necessary, in view of the risk due to splinters in the open within 300 yards of the bomb, further to restrict both pedestrian and wheeled traffic.

3. Buried Bombs.

Areas to be cleared.

(a) The definition of a 'Buried Bomb' is a bomb which has penetrated deeper than the depth given in paragraph 2 (a) above.

(b) *Buried Bombs.*

I. Before reconnaissance by an officer of a bomb disposal Unit.

- (a) All buildings within 30 yards of the bomb should be cleared (Fig. 4).
- (b) All windows within 100 yards of the bomb should be opened wide, to prevent destruction of the windows and injury to personnel due to flying glass.
- (c) Outer doors of the evacuated buildings should also be opened wide.
- (d) No heavy wheeled traffic should be allowed within 50 yards of the bomb. Roads and approaches within that distance should be closed to heavy traffic.
- (e) Pedestrian traffic should be confined to the occupants of unevacuated houses only. There may be a very definite risk to people walking within 30 yards of a buried bomb unless there is a suitable cover, such as a house between them and the bomb and the front of the buildings, it is advisable to enter, where possible, by the back door.
- (f) Subject to the proviso below, occupants may return to their buildings when the Bomb Disposal Officer is in a position to certify that the bomb is unlikely to be a delayed action bomb. If he is unable to give this certificate then buildings must be evacuated for a period of 200 hours.

Proviso.—If a railway (including an underground railway) passes within 50 yards of the bomb, the full restrictions must remain in force until the bomb is finally disposed of.

II. Buried bombs after reconnaissance by an Officer of a bomb disposal unit.

(a) Where the bomb can be certified by the Bomb Disposal Officer, as being unlikely to be a delayed action bomb, the measure of relaxation of safety precautions will vary with the circumstances. It should be possible to allow the re-occupation of all houses (constructed of burnt brick in cement or stronger construction) within 10 yards of a 50 Kg. bomb, and within 25 yards of a 1000 Kg. bomb, but the rooms facing the bomb should not be used.

Similarly, road traffic should be able to pass unless the bomb is within 10 yards of the road.

The Officer Incharge, the Bomb Disposal Section will notify the Police when the restrictions can be removed or relaxed and the Police will in turn notify the District Magistrate and the Air Raid Precautions Controller.

This applies only to buried bombs and is based on the assumption that it is extremely unlikely that a bomb of 1,000 Kg. or over is a time bomb; and that, although there is slightly larger risk that a 50-Kg. bomb may be fitted with a long delay fuze, the danger in that event would be negligible to persons in buildings 10 yards from it.

(b) Where bombs are not, or cannot be, certified as unlikely to be delayed action bombs no relaxation can be permitted other than in para. 3 (b), I. (f).

(iii) When the bomb disposal party arrives to dispose of a bomb, the area may have to be cleared for a limited period, which should not exceed the hours of daylight.

(c) *Bombs in buildings, narrow courts or alleys (Fig. 3).*—All buildings should be cleared entirely up to 30 yards; as also should those exposed to the bomb without buildings intervening.

4. (a) Clearance of danger areas Unexploded Mines, Unexploded Parachute Mines and non-Parachute Magnetic Mines.

- (i) All buildings must be cleared within a radius of 400 yards.
- (ii) All roads within a radius of 400 yards must be roped off and traffic in that area stopped.
- (iii) In remaining houses up to 800 yards, occupants should keep clear of glass.
- (iv) All doors and windows should be kept wide open up to 800 yards.

- (v) These restrictions remain in force until the mine has been rendered safe or destroyed *in situ* and are only then relaxed if a guard is mounted over the mine carcass, to insure that it is not interfered with until it is removed.
- (vi) Heavy Vehicular traffic and Railways outside the danger area should be made to reduce speed so as to minimise ground vibration.
- (vii) As it will probably be necessary for Civil Defence, A. R. P., Military or fire-fighting vehicles to come within the area when engaged on essential work then they must proceed with the utmost caution and on no account should large trucks or tanks be moved within 20 yards of the mine, as it may be magnetically alive and in any case are very sensitive to vibration.

(b) Moored Mines or unidentified objects washed ashore.

- (i) Areas should be closed and no persons should be allowed within 200 yards (or 400 yards if suspected Parachute Mine).

5. Crashed Aircraft. — Areas to be cleared.

The instructions in paragraph 2 above should also be followed in the case of crashed aircraft as they may have unexploded bombs in them.

6. Unexploded Anti-Aircraft Shells.

No special steps need be taken to clear the area. They do not often penetrate deeply, and should be dug up as occasion offers under supervision of Bomb Disposal Personnel if necessary.

7. Isolation of Areas. —

Notice Boards.

(i) Notice Boards bearing in English and the local Indian language the words "*Police—Danger—Unexploded Bombs*" and a large diagram of a Bomb should be exhibited, at all entrances to the danger Area where the roads are closed. Where possible Police should be near the barriers to prevent unauthorised entry to the area.

(ii) Notice Boards should be provided on a general scale of 50 boards for every 250,000 population. Towns of smaller population should have a fewer number in proportion but not less than 10.

8. Safety Precautions for Rail Traffic near Unexploded Bombs.

An officer of the Bomb Disposal Organisation will reconnoitre all bombs affecting railways as soon as possible, and will then advise as to the precautions to be taken.

9. Pending the arrival of the officer of the Bomb Disposal Unit, the following restrictions on rail traffic will be applied. It must be remembered that in built-up areas, although the risk to the railway may be small, the risk to important buildings or houses near the railway may be great, and when in doubt railway officials should always consult the A. R. P. Controller for the town who will keep in touch with the police on the application of safety precautions.

(a) *50 Kg. Unexploded Bombs*:—Where the diameter of the hole of entry is less than 1 ft., it can be assumed that it has been caused by a 50-Kg. bomb or an A. A. shell. In this case, all traffic may run normally unless the hole of entry is on the track, when traffic should run at reduced speed until the track has been examined by a representative of the Railway Engineers' Department in view of the possibility of a cavity underground having been formed.

(b) *Unexploded Bombs of 250 Kg. or larger*.—(i) If the bomb is not visible and the hole of entry is 1 ft. or more in diameter, all traffic may pass at 5 m.p.h. at distances between 30 and 70 yards from the bomb; at more than 70 yards from the bomb, no speed restriction are necessary.

(ii) If any part of the bomb is visible, passenger traffic may not pass within 200 yards of the bomb unless it is screened. If the bomb is screened, passenger traffic may pass at 5 m.p.h. at not less than 50 yards from the bomb.

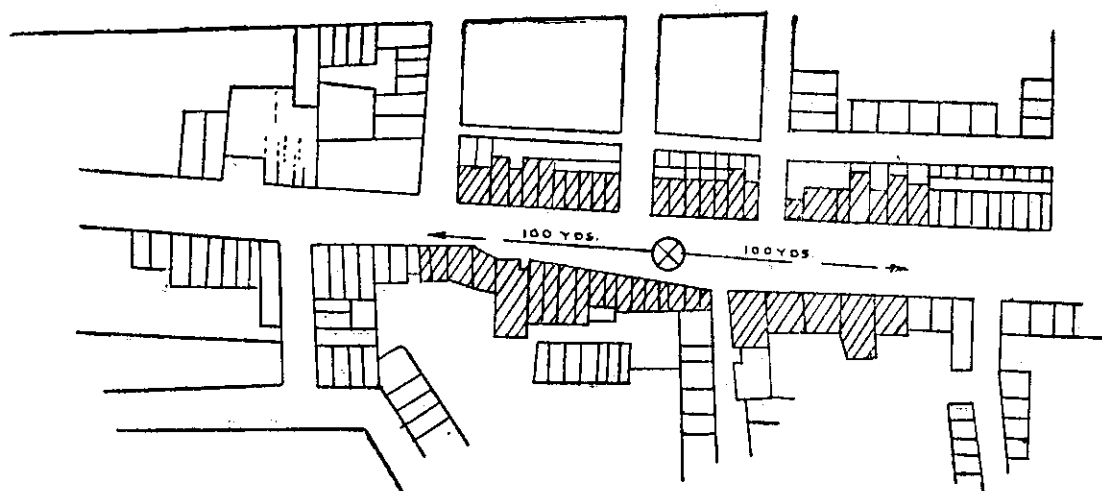


Figure 1.

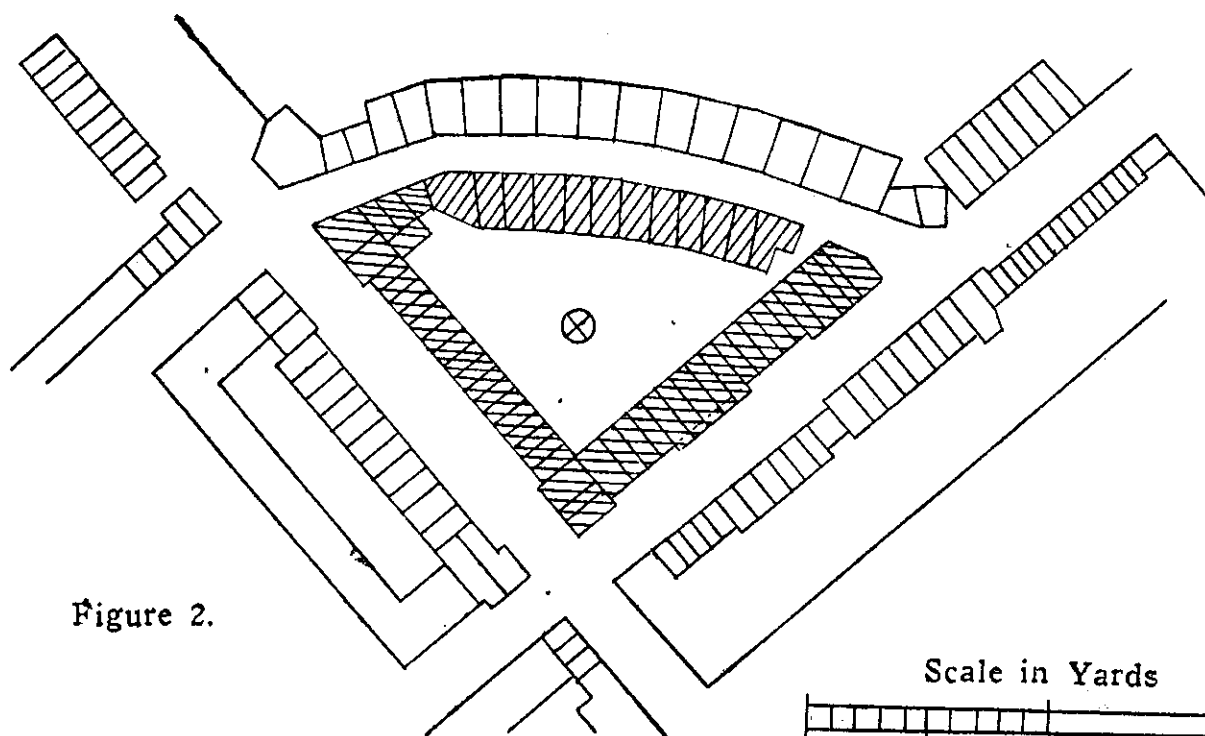


Figure 2.

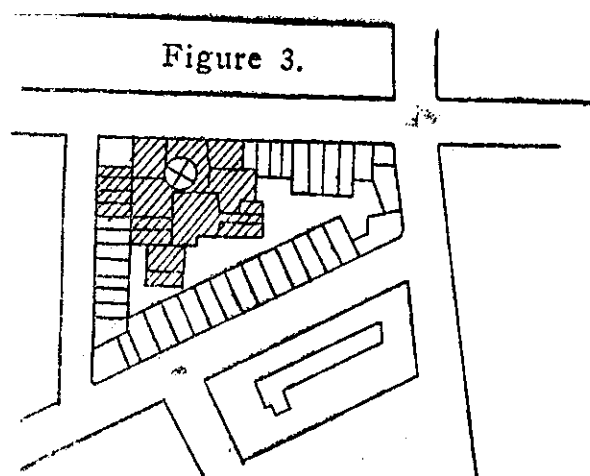


Figure 3.

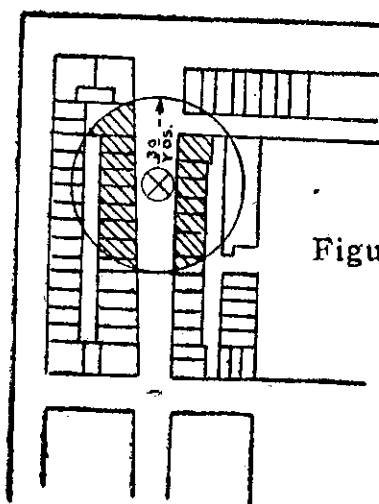


Figure 4.

⊗ Position of Bombs

Shaded Portions to be Cleared

Goods traffic may pass at 5 m.p.h. at distances between 30 and 70 yards from the bomb, whether it is screened or not; beyond 70 yards from the bomb, no speed restrictions are necessary.

(c) Where there is important traffic to be taken along the line and expert reconnaissance cannot be made for some hours, railway authorities may authorise running at distances from the bomb below those laid down in paragraph (b) above, subject to the following precautions:—

- (i) Trains must run at 5 m.p.h.
- (ii) An attempt should be made to mask the bomb by placing trucks on the track nearest to the bomb (or by some other method), but this should only be done where the trucks or other masking material can be placed not less than 10 yards from the hole of entry. Wherever possible, the running track next to that on which the screening trucks are placed should not be used.
- (iii) Traffic should not be allowed to run in these circumstances until the local A. R. P. Controller has been notified.

It must be remembered that there is a definite risk of severe damage to a train if it is run within 10 yards of an unexploded bomb other than a 50 Kg.

(d) If the bomb is within 15 yards of the pier or abutment of a bridge, a tunnel or retaining wall, or it endangers the slope of a deep cutting, no train must run within 30 yards of any part of such structure or cutting without the authority of a representative of the Railway and then only at a speed not exceeding 5 m.p.h.

10. When a reconnaissance has been made by a Bomb Disposal Officer, the foregoing instructions may be modified after consultation with the railway company and other authorities concerned. It may be necessary to impose special restrictions when disposal of the bomb is in progress.

11
12

APPENDIX "E"

NOTES ON HOW TO DETECT UNEXPLODED HIGH EXPLOSIVE BOMBS.

1. Size of Hole.

- (a) The entry hole is normally roughly circular.
- (b) Holes under six inch diameter are not made by Bombs. If they are regular in shape they may have been made by anti-aircraft shells.
- (c) Holes between 8 inches and 12 inches indicate a 50-Kg. bomb.
Holes of 14 inches and 18 inches and sometimes more indicate a 250-Kg. bomb.
Holes of 18 inches and upwards indicate a 500-Kg. bomb or larger.
- (d) Bombs of 1,000-Kg. or larger may form a crater as big as 10 feet diameter and four feet deep. This is due to the shock of impact not to explosion.
- (e) Bombs of smaller calibre may form similar craters in which case it is necessary to scrape away the earth at the bottom of the crater so as to disclose the true hole of entry.

2. Depth to which Bomb Penetrates.

- (a) This depends on:—
 - (i) The height from which dropped;
 - (ii) To some extent the weight of the bomb;
 - (iii) What the bomb hits before entering the ground; and
 - (iv) Nature of the soil.
- (b) Typical penetrations from high altitude attack are:—

In hard compact sand	....	....	8 feet.
In dry clay or chalk	....	....	15-20 feet.
In wet clay	....	....	25 feet.

If a bomb falls on a concrete floor or road, penetration is much reduced. One was found four feet below a concrete road.

3. Path of a Buried Bomb in the Ground.

The hole generally starts slanting slightly away from the vertical and continues straight for a distance of from 6 to 12 feet. It then jinks sideways so that the bomb may come to rest up to 10 feet or even more from a vertical line through the entry hole. The most common case is shown in Figure 1.

The tail fins of the bomb are usually wrenched off during passage through the earth. A probing rod pushed down the hole will probably be stopped by the tail fins and cannot be relied on to give the accurate depth of the bomb.

4. How to tell if a Bomb has exploded.

- (a) The following are infallible signs that a bomb has exploded:—
 - (i) Formation of a definite crater (Fig. 5) [but see paragraph 1 (d) and (e)]
 - (ii) Presence of steel splinters in or around the place where the bomb falls.
The noses of bombs of 1,000 Kg. and over or sometimes fitted with steel impact rings which break off, when the bomb hits the ground, into pieces of triangular section with one inch to two inches sides and smooth edges. Small craters made by the impact of large bombs which fail to explode [*Vide* paragraph 1 (d)] may be found with pieces of impact ring in or over them. The presence of such fragments in or over a small crater provides an indication of an unexploded bomb of large calibre.
 - (iv) Blackening of earth in bomb hole or crater.
 - (v) Characteristic smell of explosive gases.
 - (vi) Smoke by day; a flash by night.

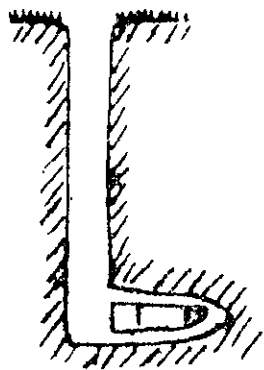


FIGURE 1

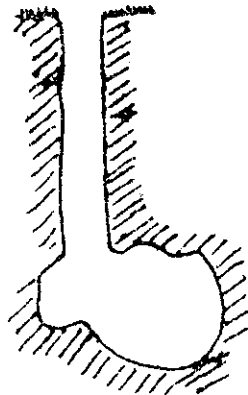


FIGURE 2

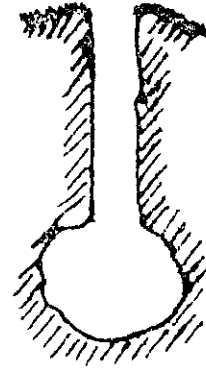


FIGURE 3

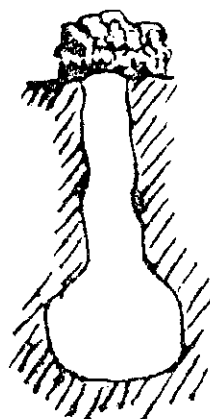


FIGURE 4



FIGURE 5

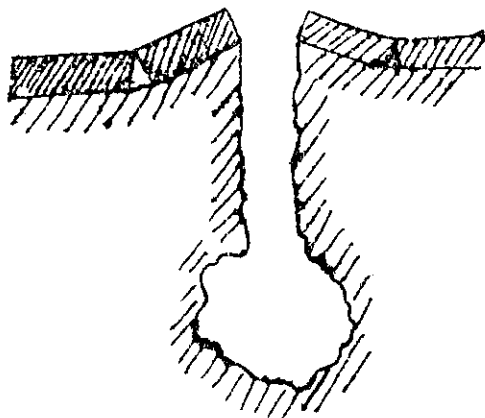


FIGURE 6



FIGURE 7

(b) *Bombs which fall in open ground.*—Bombs from high altitude bombing which fall in open ground will often penetrate deeply before they explode, and in such cases form an underground cavity (camouflet) but leave little or no signs of surface disturbance. Sure signs of explosion in this case are:—

- (i) The raising of the earth round the sides of the hole (Fig. 3) accompanied by blackening of the sides of the hole. The fact that the surface of the ground round the hole may be disturbed does not in itself prove that the bomb has exploded, as sometimes a “splash” of earth is thrown up when the bomb hits the ground.

If the bomb falls in a shallow stream or marshy ground, the “splash” effect is often intensified. In the former case the presence of dead fish points to explosion.

- (ii) The formation of a small mound which covers the hole (Fig. 5).
- (iii) Cracking or displacement of neighbouring buildings, walls and trench linings.

Persons in such buildings feel a violent shock.

If none of these signs are noted it is likely that the bomb has not exploded, but a very deeply buried bomb or one which has moved sideways before exploding (Fig. 1) may explode, forming an underground cavity without surface disturbance, or blackening of the hole. (Fig. 2) Explosion in this case is very hard to detect.

(c) *Bombs falling on hard surface.*—Large bombs may penetrate concrete surfaces and reach a considerable depth before exploding. In this case effects will be similar to those in (b) above. The concrete will be very slightly raised round the edges of the hole and cracked. (Fig. 6). In this case it is difficult to decide whether the bomb has exploded or not, unless blackening is present.

On the other hand a small bomb exploding on contact with a concrete surface may produce a very small crater (2 feet to 3 feet across) which may be mistaken for the entry hole of a larger (unexploded) bomb. This case can easily be distinguished by the presence of a cavity just under the concrete (Fig. 7) by the bevelling of the edges of the hole—by splinters in the crater and by splinter and blast effects in surrounding buildings.

(d) *Bombs in buildings.*—Considerable damage may be done by a bomb which strikes a building and yet does not explode. A considerable area of roof tiling may be displaced—walls and partitions cracked—glass broken, and even floors brought down. In such cases, however, the characteristic effects of blast, and splinters are absent.

Bombs which explode inside a building have the effect of bulging the walls outwards near the point of explosion, shattering internal partitions and glass and marking walls, etc., with splinters.

In one or two storeyed houses, sheds and factories, a bomb may penetrate deeply into the ground under the building before exploding. In this case the visible effects will be as in paragraph 4 (b), but explosion will be easily detected by the cracking of walls combined with the blackening of walls and ceilings.

APPENDIX "F".

DESCRIPTION OF CERTAIN TYPES OF BOMBS, ETC. AND PRECAUTIONS
TO BE TAKEN WHEN HANDLING THEM.**1. Parachute Mines** (See Recognition Diagram below).

- (i) German Parachute Mines, now used are of two similar types, they are roughly cylindrical and have a rounded nose and an open rear and containing the parachute shackle. They are both 2' 2" in diameter. The type "C" being 8' 8" long and the type "D" 5' 8" long. The relative arrangement of the component parts being the same in both cases. They may be designed to detonate either magnetically or through vibration.
- (ii) The mine case is made of Aluminium and is usually painted dark green or black. The parachute which is between 24 feet and 28 feet in diameter is made of pale green silk or rayon.
- (iii) Parachute Mines fall at the rate of 50-60 feet per second; they cannot be aimed at a target with accuracy as the velocity and direction of the wind has a considerable effect on their path of descent.
- (iv) Mines are often dropped in pairs, and in that case would probably land within a quarter of a mile of each other.
- (v) A roughly hemispherical tail cap is released when mine is dropped and should fall clear, it will probably be found within a half mile radius.

2. Non-Parachute Magnetic Mines (See Recognition Diagram).

- (i) These are considerably harder to identify than the parachute mines and will probably be reported as an unexploded *bomb* as they will be found buried in most cases.
- (ii) These mines when found are 6' 7" long and 2' 2" diameter, usually painted light blue, the dimensions do *Not* include the tail fins which are often shattered on impact. The tail fins are made of Bakelite or bakelised cardboard and are also painted light blue or brown.
- (iii) *If any traces of light blue or brown bakelised cardboard found in the neighbourhood of the crater of an unexploded bomb, the fact should be reported to Naval Authorities as well as to the Control Centre, also the Bomb Disposal Section should be warned that they may be digging for an unexploded magnetic mine and in that case the digging operations should be preceded by a Non-magnetic probe.*

Note.—The disposal of all mines, explosive floats, etc., of unidentified explosive objects washed ashore is the duty of the Mine Disposal Section and *A. R. P. Personnel will leave them severely alone.*

3. Aeroplane Cannon Shells.

These are fired from aeroplanes and can be recognised from the diagram below. They must be handled with great care, as they may explode if dropped or even jolted. *In no circumstances must the pointed end be touched.* They should be picked up by hand by the middle. Great care should be taken—

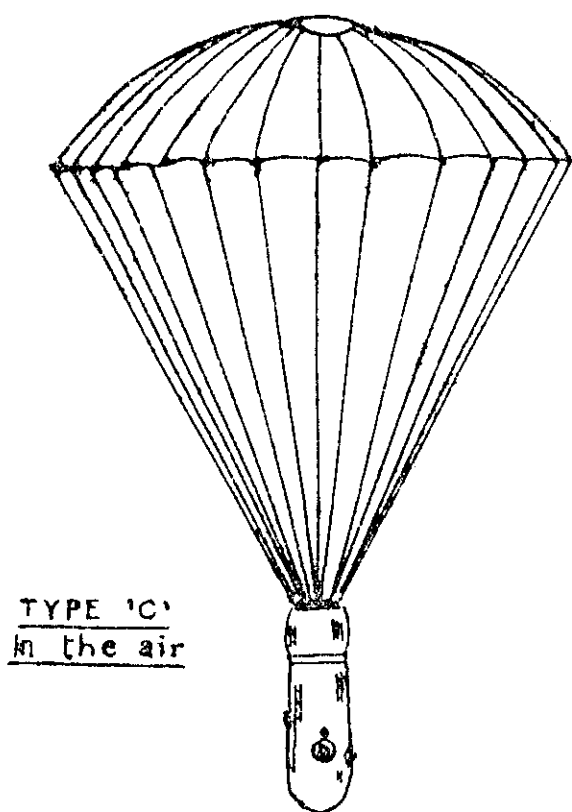
- (i) to keep them horizontal;
- (ii) to avoid jolting or sudden change of direction;
- (iii) above all, not to drop them.

For transporting they should be placed in a basket or box, lined with cotton wool, felt or other soft material. Only two shells should be carried in any one basket, and these should be separated by a wad of soft material.

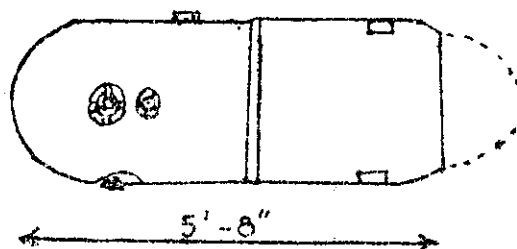
An excavation 3 feet by 1 foot deep should be provided by the Police in a suitable place, not accessible to the public, for reception of the shells, and the top

TYPE "C" & "D" RECOGNITION DIAGRAMS.

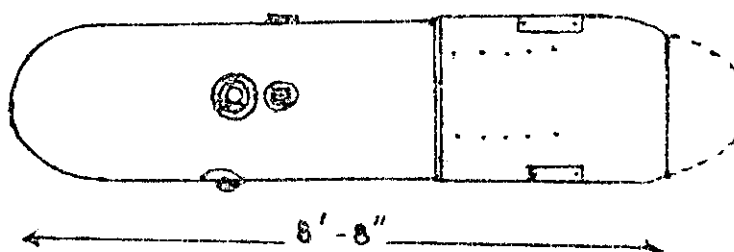
May Be Painted Black Or Dark Green



TYPE 'C'
in the air



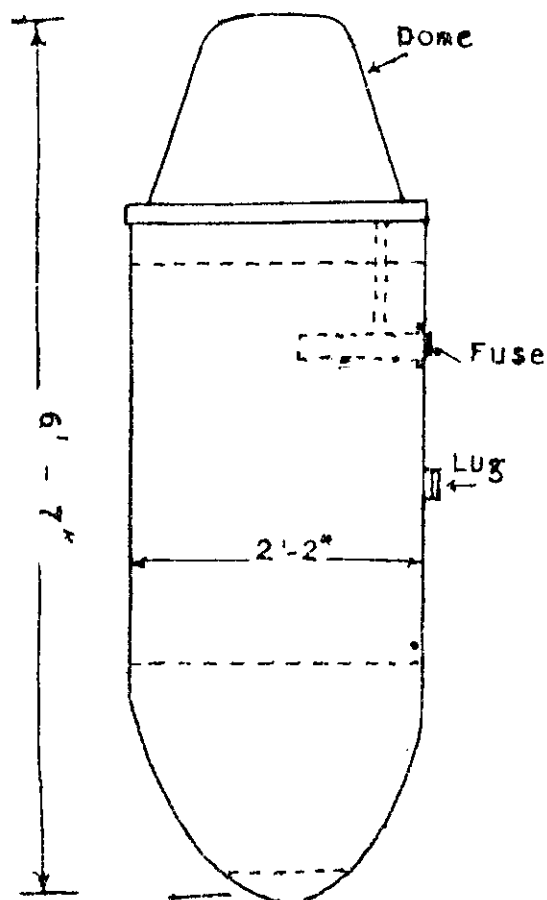
TYPE D.



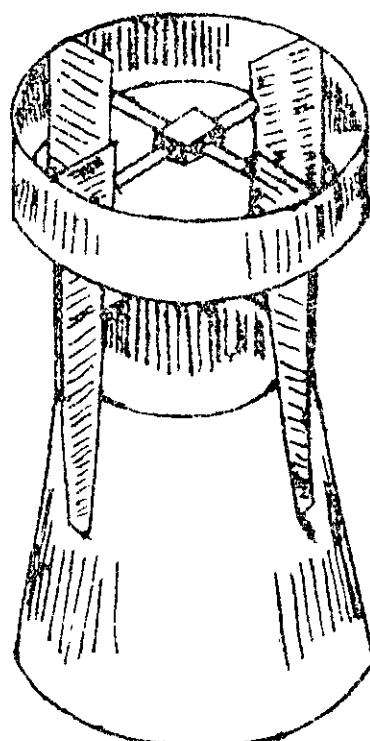
TYPE C

TYPE "G" RECOGNITION DIAGRAMS.

May Be Painted Light Blue

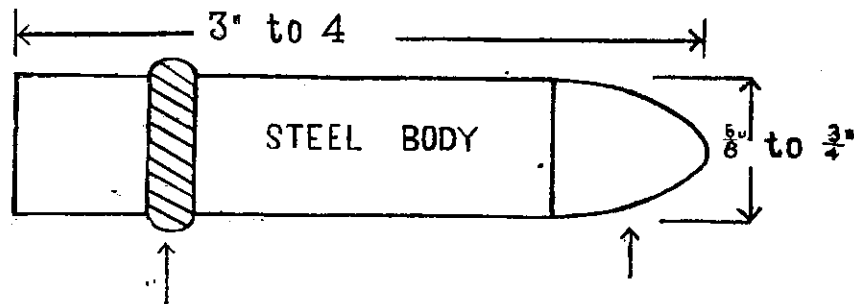


Silhouette of Mine
without tail



Cardboard Tail and Fins
probably shattered by
impact

covered with sandbags. It is the duty of A. R. P. Personnel to carry cannon shell to the place appointed by the Police for their reception.



4. Anti-aircraft Shells.

Anti-Aircraft shells are of two main types—

- (i) those of 4.5 inch to 3 inches diameter, which are comparatively safe to handle, and
- (ii) those of 1.6 inch diameter which are usually *highly sensitive*.

It is the duty of A. R. P. Personnel to carry anti-aircraft shells to places appointed by the Police for their reception until they are handed over to the nearest Bomb Disposal Company.

5. 1-Kg. Incendiary Bomb.

The small 1-Kg. type has a hollow cylindrical magnesium body filled with thermite, and a tail usually painted green.

Some of these bombs have a small bursting charge contained in a steel tube screwed into the back of the bomb, which explodes after the bomb has been alight for from one to two minutes.

Both types are harmless if carefully handled, and it is desirable to solve the magnesium of which they are made.

Their removal to suitable dumps appointed by the Police is the duty of all A. R. P. Personnel.

They should be picked up by hand, carried horizontally, and deposited outside buildings, whence they should be removed to a central dump later under arrangements made by the A. R. P. Controller.

They will be handed over at intervals to the nearest Bomb Disposal Unit.

6. Japanese Incendiary (Phosphorous) Bomb.

This is similar in appearance to a High Explosive Bomb of similar weight, but it may be marked with a white band situated immediately in front of the slinging band and with a red band at the nose. Weight—50 Kg. Length excluding tail is approximately 2' 9" and with tail 3' 4" Diameter—7".

A. R. P. Personnel will not touch these bombs.

7. 250-Kg. and 500-Kg. Incendiary Bomb.

The 250-Kg. and 500-Kg. Incendiary Bombs, usually referred to as "Oil Bombs" look like 250-Kg. and 500-Kg. High Explosive Bombs. They are filled with oil and have a bursting charge of about 2½ lbs. of high explosive.

Both 50-Kg. and 250-Kg. Incendiary Bombs must be treated with care, as they contain high explosive. They should only be moved by Bomb Disposal Units.

A. R. P. Personnel will not touch these bombs.

8. Anti-personnel Bombs (Japanese).

Little is known about these bombs. A type weighing approx. 1-Kg. with a cast iron body has been used. It is possible that bombs weighing up to 12—15 Kg. may be used.

A. R. P. Personnel will not touch these bombs.

APPENDIX " G ".

ABBREVIATIONS TO BE USED WHEN REPORTING UNEXPLODED BOMBS.

The following abbreviations may be used when reporting unexploded bombs and all personnel should be familiarised with them.

Unexploded H. E. Bomb	....	....	UXB
Do Parachute Mine	....	....	UXPM
Do Aeroplane Cannon Shell	....	....	UX Cannon
Do Anti-aircraft Shells	....	....	UXAA
Do Kilo Magnesian Incendiary Bomb	....	....	UXIB
Do Incendiary Oil bomb	....	....	UX Oil
Do Small Anti-personnel Bomb	....	....	UXAPB
(in all other connections, AP stands for Armour piercing).			
Do Poison Gas Bomb	....	....	UXGAS

If it is necessary to indicate the weight of the Bomb the weight in pounds or kilograms should be added after the abbreviation. *e. g.*—

Unexploded 500 lb. H. E. Bomb	....	UXB 500 lb.
Do 50 kg. Incendiary Oil Bomb	....	UXB Oil 50 kg.

CRASHED OR FORCE LANDED AIRCRAFT.

General Instruction.

1. A crashed or force landed enemy aircraft is the property of the Air Force, which is the sole authority for its disposal. Information of vital importance is obtained from crashed aircraft documents and expert interrogation of prisoners of war. This can only be obtained by close co-operation between the Civil, Military and Air Force authorities and in order to ensure that all available information is placed before the proper authorities with the minimum delay the following procedure should be adopted:—

No part of an aircraft, its equipment or armament will in any circumstances be removed or interfered with, without the permission of Air Headquarters, India, except as indicated in paragraphs 3, 5, 8, and 14 below.

Action by Police, Civic Guards and A. R. P. Personnel on becoming aware that an Aircraft has crashed or made a forced landing.

2. An immediate report will be made to the nearest District Magistrate or Police Officer concerned giving the following details:—

- (a) Type and number (or identification letters of aircraft).
- (b) Present location of aircraft, date and time of crash.
- (c) Particulars of each member of the crew. Required *only* if one or more are casualties:—
 - (i) Giving personal or official number and rank.
 - (ii) Stating whether—
killed, wounded, uninjured.

Any additional information obtained after the despatch of the signal is to be reported in a further signal prefixed by the letters "F. B.", "F. A.", "F. C." or "E. A." which is to bear a reference to the original signal.

- (d) Whether carrying bombs or other specialist material.
- (e) Location.

In the case of railways an immediate report will be made to all the nearest A. R. P. Railway Control Officers, and if there is no A. R. P. Railway Control Officer to the Senior Railway Official, who, in turn, will immediately report, giving the details mentioned above, to the nearest District Magistrate.

3. If the aircraft is on fire an immediate report will be made to the Fire Brigade.

In the case of railways an immediate report will be made to the Railway Fire Brigade, if any, or failing this to the Civil Fire Brigade.

4. On hearing of a crashed or force landed aircraft, the nearest police officer should:—

- (a) Detail a guard to proceed to the scene immediately.
 - (b) Remove any prisoners from the close vicinity of the aircraft to prevent sabotage and thoroughly search them for letters, documents, and personal effects, and segregate them as far as possible.
 - (c) Ensure there is no fraternisation between prisoners and other persons.
 - (d) Ensure no interrogation is attempted.
 - (e) Arrange for wounded persons to be removed to hospital.
 - (f) Ensure the aircraft is not inspected, looted or interfered with in any way.
 - (g) Hand over all letters, documents and personal effects to an Air Force Officer, who will come to inspect the aircraft.
 - (h) Maintain guard until notified by the Air Force Officer that inspection and salvage operations have been completed.
- Where troops are available, they will normally provide these guards.

5. Every effort will be made to save the occupants of the aircraft and to render First Aid.

Action by District Magistrate or Police Officer.

6. On receipt of the report, the District Magistrate will forward the details mentioned in para 2 to the nearest Air Force Station stating whether the unexploded bombs, if any, constitute a danger to any vital establishment and inform the appropriate Police Headquarters. He will also inform Heads of the Public Utility Services likely to be concerned, *e.g.*, railways, gas, water, electricity, sewers, etc., of the position of the unexploded bomb so that appropriate safety measures such as cutting off supply, etc., can be taken by them against the possible premature explosion of the bomb.

7. The District Magistrate will take any other action considered necessary to save life or property, but see para 2 above.

8. He will take early action to confirm whether unexploded bombs do in fact exist and will report the result to the Provincial Government.

Note.—The term "District Magistrate" in this letter denotes the Officer responsible for all Civil Defence Measures in a Civil District, City or Town in British India and the equivalent in Indian States.

Action by Police.

9. The Police will decide whether it is necessary to clear an area and divert traffic and will take steps to give effect to the decision. A. R. P. Services on the spot should be warned of the presence of unexploded bombs but should not be prevented from continuing with work of rescue and attending to casualties.

Roads which have been closed on account of the presence of an unexploded bomb may still have to be used for military traffic or by fire fighting appliances or other Civil Defence and A. R. P. vehicles engaged on essential work.

When roads have been closed and traffic diverted the Police will inform the Provincial Government through the District Magistrate of the extent of the dislocation and the degree of urgency in restoring normal conditions so that they may have guidance when deciding the order of priority for dealing with unexploded bombs. The A. R. P. Controller will also be informed so that he may communicate the fact that certain roads are blocked, to the A. R. P. services.

Where houses have to be cleared, particularly at night, the inhabitants should be allowed time to take an adequate supply of clothing.

All action noted herein to be taken by the Police will, in the case of unexploded bombs being found on Railway Premises, be taken by the Railway Administrations. It will not normally be necessary for the Civil Police to enter Railway Premises for this purpose.

Action by the District Magistrate.

10. He will immediately make a report to the nearest Air Force Station in the form given in para 2, provided it is not more than six hours' travelling distance by road or rail when he will make his report to Air Headquarters, India, New Delhi.

These reports must NOT be sent by wireless unless telegraphic and telephonic communications are not available in which case they may be sent by wireless in cypher signal, priority 'important', by arrangement with the military authorities.

11. On receipt of the above reports—

- (a) the Commander of the nearest Air Force Station (see para 10) will report to Air Headquarters, India, and will arrange for a preliminary visual inspection.
- (b) Air Headquarters, India, will decide whether the aircraft is to be examined by Air Force Technical Personnel and if so, will advise the District Magistrate of the date and time of the inspection and ask for any local assistance which may be required. The District Magistrate will arrange for the assistance and inform all those concerned, *e.g.*, Railway Authorities, Public Utilities, etc.

12. If no technical inspection is to be carried out, the District Magistrate will be given instructions by Air Headquarters, India, for the disposal of the aircraft and its equipment.

13. In the event of a crash, the real danger will be of bombs exploding if the aircraft is on fire ; therefore, the areas surrounding the aircraft must be kept well clear.

Crashed, etc., Aircraft in Railway and Factory Premises.

14. The Railway Authorities and Factories will report the fall of crashed aircraft and aircraft which have made a forced landing, to the A. R. P. Control Room or in the manner set out in para 2 above stating in addition whether unexploded bombs in the aircraft, if any, constitute a danger to any vital installation, or whether the aircraft interfere seriously with railway working.

The Railway Authorities are permitted to remove crashed aircraft to the side of the line, using their own personnel, cranes or other equipment, but this must not be done until the aircraft has been made safe for handling.

Crashed, etc., Aircraft in Cantonments.

15. The Military Authorities will make the report mentioned in para 6 above to the District Magistrate, stating in addition whether the unexploded bombs in the aircraft, if any, constitute a danger to any vital installation.

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No:ARP.30/41-42

W 96-41-12.
Office of the Inspector General of Police
in Mysore, Bangalore, 4th June 1942.

228

To

The Deputy Commissioner, KADUR DISTRICT.

Sir, SUBJECT: Crashed or Force Landed Aircraft.

With reference to your letter No.J1.P.R.796 dated the 18th May 1942, addressed to the Chief Secretary to Government, I have the honour to state that the word "SIGNAL" in para.3 of the enclosure to Chief Secretary's letter No.2962-70/W of 13th May 1942 or para.2 on page 21 of the revised pamphlet on the Bomb Disposal Organisation means a "MESSAGE".

- (1) The letters F.B., F.A., F.C., and E.A. mean -
F.B. = Casualties or accidents due to enemy action
F.A. = Casualties or accidents, non operational and
not due to enemy action.
F.C. = When not known ~~whether F.B. or F.A.~~
E.A. = Aircraft damaged on ground by enemy action.

- placed below* (2) For para.11 read 10 of the revised printed pamphlet on Bomb Disposal.

There is no separate form prescribed except the one noted in para 2 (revised pamphlet) and such reports should be sent immediately to the Residency direct as per instructions conveyed in Chief Secretary's letter of 13th May 1942 to all District Magistrates.

There is no cypher prescribed and the question of communicating by wireless does not arise as telegraph and telephonic communications are available.

I have, etc.,
Sd. C.I. MACHIA,

Copies to

For Inspector General of Police.

all recipients of the Pamphlet for information.

(Signature)
For Inspector General of Police.

No.11/42-A.R.P.II(T)
Government of India
Civil Defence Department
New Delhi the 22nd June, 1942.

From

Lt.-Col. A. J. Reeve,
Deputy Secretary to the Government of India.

To

All Provincial Governments and
Chief Commissioners.

Civil Defence Department Circular No. 259/42.

Subject:- Instructions - Crashed or force landed Aircraft.

Sir,

I am directed to forward revised instructions on this subject and to say that the following letters are cancelled.

Home Department letters No. 78/61/40-A.R.P., of 9th September, 1941, and 27th September, 1941. Civil Defence Department Circular No. 169/42 dated April 10/14th, 1942.

These instructions should be read in conjunction with Civil Defence Department Circular No. 143/42 dated 30th March, 1942.

2. General Instruction.

A crashed or force landed enemy aircraft is the property of the Air Force, which is the sole authority for its disposal. Information of vital importance is obtained from crashed aircraft, documents and expert interrogation of prisoners of war. This can only be obtained by close co-operation between the Civil, Naval, Military and Air Force authorities and in order to ensure that all available information is placed before the proper authorities with the minimum delay the following procedure should be adopted.

No part of an aircraft, its equipment or armament will in any circumstances be removed or interfered with, without the permission of an authorised Air Force Officer, except as indicated in paragraphs 4, 6, 8, and 13 below. All Air Force personnel entitled to inspect, repair, remove or in any way interfere with crashed aircraft will be in possession of an identity pass (Air Force (I) F.557-A).

3. Action by Police, Civic Guards and A.R.P. Personnel on becoming aware that an Aircraft has crashed or made a forced landing.

An immediate report will be made to the nearest District Magistrate, either direct or through the A.R.P. Controller or Police Officer concerned giving the following details:-

(a) Whether British, Allied or hostile aircraft and if British or allied aircraft state type and number (or identification letters) of aircraft.

(b) Present location of aircraft, date and time of crash.

(c) In the case of British and allied aircraft only, and only if there are casualties, state particulars of each member of the crew:-

(i) Giving personal or official number and rank.

(ii) Stating whether -

Killed.

Wounded.

Uninjured.

(d) In the case of British and allied aircraft, if there are no casualties state "Casualties Nil".

(e) Whether carrying bombs or other specialist material.

N.B. Any additional information obtained after the despatch of the report is to be reported in a further report prefixed by a reference to the original report.

In the case of railways an immediate report will be made to the nearest A.R.P. Railway Control Officer, and if there is no A.R.P. Railway Control

-Control Officer to the senior Railway Official. They will in turn, immediately report to the nearest District Magistrate, giving the details mentioned above.

4. If the aircraft is on fire immediate efforts should be made to rescue personnel and extinguish the fire and an immediate report will be made to the Fire Brigade: in the case of Railways the report will be made to the Railway Fire Brigade, if any, or failing this to the Civil Fire Brigade. If, however, the presence of bombs is suspected rescue work and fire fighting must be confined to within a few minutes of the outbreak of the fire as thereafter there is a grave danger of an explosion occurring.

5. On hearing of a crashed, or forced landed aircraft the nearest Police Officer should:-

(a) Detail a guard to proceed to the scene immediately and make arrangements for a military guard with the local Military Commander, if any.

(b) Crashed Enemy aircraft.

(i) Remove any prisoners from the close vicinity of the aircraft to prevent sabotage. Thoroughly search them for letters, documents, and personal effects; and segregate as far as possible.

(ii) Ensure there is no fraternization between prisoners, and other persons.

(iii) Ensure that no interrogation of prisoners is attempted except by the authorised Interrogation Intelligence Officer.

(iv) Ensure that the aircraft is not inspected, looted, or interfered, with in any way, except as in paragraph 2 above, until the arrival of the Technical Intelligence Officer, or Officer in Charge of the Bomb Disposal Party.

(v) Hand over all letters, documents, and personal effects taken from prisoners to the Technical Intelligence Officer.

(c) British, and Allied crashed aircraft.

Ensure that the aircraft is not inspected, looted, or interfered, with in any way, except as in paragraph 2 above, until the arrival of the authorised Air Force Officer.

(d) Crashed Aircraft, British, Allied, and Enemy.

(i) Arrange for wounded personnel to be removed to Hospital.

(ii) Maintain guard until notified by the authorised Air Force Officer that this no longer is required or until relieved by a military guard.

(e) Report to the District Magistrate as in paragraph 3 above.

6. Every effort will be made to save the occupants of the aircraft and to render First Aid.

Action by District Magistrate

(See Civil Defence Department Circular No. 143/42 dated the 30th March, 1942, Appendix 'B' paragraphs 4-8, 10 and 20).

7. On receipt of the details mentioned in paragraph 3 the District Magistrate will report them to the nearest Air Force Station stating whether any unexploded bombs in the aircraft constitute a danger to any vital establishment. This report must NOT be sent by wireless unless telegraphic and telephonic communications are not available in which case it may be sent by wireless in cypher signal, priority 'Important', by arrangement with the military authorities. He will also inform the appropriate Police Headquarters and Heads of the public utility services likely to be concerned, e.g. railways, gas, water, electricity, sewers, etc., of the position of a crashed aircraft containing unexploded bombs so that appropriate safety measures such as cutting off supply, etc., can be taken by them against the possible premature explosion of the bombs.

8. The District Magistrate will take any other action considered necessary to save life or property, but see paragraph 2 above.

9. He will take early action to confirm whether unexploded bombs do in fact exist and will report the result to the Provincial Government.

Resident
He will also state whether the unexploded bombs are in a British, allied or enemy aircraft and to which Air Force Station the report has been sent.

Note:- The term District Magistrate in this letter denotes the officer responsible for all Civil Defence Measures in a civil district, city or town in British India and the equivalent in Indian States.

10. Action by Police.

(See Civil Defence Department Circular No. 143/42 dated the 30th March, 1942, Appendix 'B' paragraphs 3, 5 and 6).

In the event of a crash, the real danger will be of bombs exploding if the aircraft is on fire, therefore, the area surrounding the aircraft must be kept well clear.

The Police will decide whether it is necessary to clear an area and divert traffic and will take steps to give effect to the decision. Air Raid Precautions Services on the spot should be warned of the presence of unexploded bombs but should not be prevented from continuing with work of Rescue and attending to casualties unless the aircraft is on fire.

Roads which have been closed on account of the presence of a crashed aircraft whether containing unexploded bombs or not may still have to be used for Military traffic or by fire fighting appliances or other Civil Defence and Air Raid Precautions vehicles engaged on essential work.

When roads have been closed and traffic diverted the Police will inform the District Magistrate of the extent of the dislocation and the degree of urgency in restoring normal conditions so that he may have guidance when suggesting to the Provincial Government the order of priority for dealing with unexploded bombs.

Resident.

The Air Raid Precautions Controller will also be informed so that he may communicate the fact that certain roads are blocked, to the A.R.P. Services.

Unexploded bombs in crashed British or allied aircraft will be rendered safe by Air Force personnel. Unexploded bombs in crashed enemy aircraft will be dealt with by the nearest Bomb Disposal Section.

Where houses have to be cleared, particularly at night, the inhabitants should be allowed time to take an adequate supply of clothing.

All action noted herein to be taken by the Police, will in the case of the crash occurring on Railway Premises, be taken by the Railway Administrations. It will not normally be necessary for the Civil Police to enter Railway Premises for this purpose.

Action by the Provincial Government
Resident

11. The Provincial Government, will inform the Air Force Station
Resident
to which the District Magistrate has reported the crash and also the Bomb Disposal Headquarters of the order of priority which it has been decided the unexploded bombs, if any, shall be dealt with.

12. Action by the Nearest Air Force Station.

On receipt of the report from District Magistrate the Officer Commanding the nearest Air Force Station or Unit will immediately take action to initiate the inspection, repair and/or salvage of the crashed aircraft.

13. Crashed, etc., Aircraft in Railway and Factory Premises.

The.....

The Railway authorities and Factories will report the fall of crashed aircraft and aircraft which have made a forced landing, to the Air Raid Precautions Control Room or in the manner set out in paragraph 3 above stating in addition whether unexploded bombs in the aircraft, if any, constitute a danger to any vital installation, or whether the aircraft interfere seriously with railway working. This information will be passed on to the District Magistrate who will take action as in paragraph 7 et seq.

The Railway Authorities are permitted to remove crashed aircraft to the side of the line, using their own personnel, cranes or other equipment, but this must not be done until the aircraft has been made safe for handling by Air Force personnel or Bomb Disposal Sections.

14. Crashed, etc., Aircraft in Cantonments.

The Military Authorities will make the report mentioned in paragraph 7 above direct to the nearest Air Force Station repeating to the District Magistrate stating in addition whether the unexploded bombs in the aircraft, if any, constitute a danger to any vital installation. The District Magistrate will take action as in paragraph 7 above.

I have the honour to be,
Sir,
Your most obedient servant,

[Signature]
Lt.-Col.,
Deputy Secretary to the Government of India

No. 11/42-A.R.P.II(T).

Copy forwarded to all Departments of the Government of India, Engineer-in-Chief's Branch, Naval Headquarters, Air Headquarters, and the Civil Defence Schools.

Copy also to Area Advisers.

By order, etc.,

[Signature]
Lt.-Col.,
Deputy Secretary to the Government of India.

BK
1000-22-6-42.

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

SECRET. W96-41-13.

No. F.3(24)-42/W. (Rinean)

FROM

THE SECRETARY

TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.

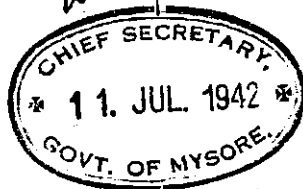
Dated Bangalore, the 11th July 1942.

Instructions - Crashed or force
landed Aircraft.

- - -

SIR,

B / In continuation of letter from this Residency
No.F.3(24)-42/W, dated the 4th May 1942, I am directed
to forward for information a copy of the Government of
India, Civil Defence Department Circular No.259/42,
dated the 22nd June 1942.



I have the honour to be,
Sir,
Your most obedient servant,

M. A. Suman Kumar
for SECRETARY TO THE RESIDENT.

W96-41-14. 202/W

SECRET

THE OFFICE OF THE HON'BLE THE RESIDENT IN MYSORE,

Dated Bangalore, the 14th July 1942.

No.F.3(24)-42/W (Enc One)

A copy of the undermentioned paper is forwarded with compliments to the -

Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore,

For information, in continuation of letter from this
Residency No.F.3(24)-42/W, dated the 24th April 1942.

By order, etc.,

[Signature]

for SECRETARY TO THE RESIDENT.

[Signature]

- - - -

The Government of India, Civil Defence Department
Circular No.270/42, dated the 29th June 1942.

VN

Copy of
Government of India, Civil Defence Department, Circular letter No. 270/42
dated the 29th June 1942.

Subject:- unexploded Bombs

Two recent reports of unexploded bombs sent to the Headquarters of a Bomb Disposal Company I.E. by ordinary post failed to be delivered. In another instance an ordinary telegram failed to arrive.

2. As a result the bombs were not dealt with for several weeks. Apart from the obvious disadvantages of such delay, it is likely to render the recovery and disposal of U.X.Bs. extremely difficult and in certain circumstances impossible.
3. Attention is therefore invited to paragraphs 7(b) and 8 of Appendix B to Civil Defence Department Circular No. 143/42 "Unexploded Bombs" in which it is stated that if the U.X.B. is considered to be in category A it should be reported by the District Magistrate to the Priority Allotting Authority by the quickest means possible. This report is to be followed by a report in the form given in Appendix C by the first post (express).
4. If it is considered that the U.X.B. comes within the categories B, C, or D, the District Magistrate will report by express letter by the first available post.
4. It is requested that when the Headquarters of the Bomb Disposal Company is not in the same place as the Headquarters of the Priority Allotting Authority that authority will ~~make~~ make reports to the O.C. Bomb Disposal Company in a similar manner.

SECRET.

17th July 1942.

308/W
W 96-41-15.

The Inspector-General of Police in Mysore.

Instructions - Crashed or Force
landed Aircraft.

- - - - -

In continuation of this office letter No.2962-70/W dated the 13th May 1942 on the above subject, I am directed to forward herewith for your information a copy of Government of India, Civil Defence Department Circular No.259/42, dated the 22nd June 1942 and to request you kindly to issue, if necessary, another annexure to the Bomb Disposal Organisation Pamphlet on the lines indicated in the Government of India letter. *circled*

I am also to forward for information a copy of Government of India, Civil Defence Department Circular No.270/42 dated the 29th June 1942 regarding unexploded bombs.

I have the honour to be,

Sir,

Your most obedient servant,

l
For Chief Secretary to Government.

[Signature]

Copy of letter No.11/42-A.R.P.II(T) dated the 22nd June 1942 from the Govt. of India, Civil Defence Dept. to All Provincial Govts. etc.

Civil Defence Department Circular No.259/42.

Instructions - Crashed or force landed Aircraft.

I am directed to forward revised instructions on this subject and to say that the following letters are cancelled.

Home Dept. letters No.78/61/40-A.R.P., of 9th Sept. 1941, and 27th Sept. 1941, Civil Defence Dept. Circular No.169/42 dated April 10/14th 1942.

These instructions should be read in conjunction with Civil Defence Dept. Circular No.143/42 dated 30th March 1942.

2. General Instruction: A crashed or force landed enemy aircraft is the property of the Air Force, which is the sole authority for the disposal. Information of vital importance is obtained from crashed aircraft, documents and expert interrogation of prisoners of war. This can only be obtained by close co-operation between the Civil, Naval Military and Air Force authorities and in order to ensure that all available information is placed before the proper authorities with the minimum delay the following procedure should be adopted.

No part of an aircraft, its equipment or armament will in any circumstances be removed or interfered with, without the permission of an authorised Air Force Officer, except as indicated in paragraphs 4, 6, 8 and 13 below. All Air Force personnel entitled to inspect, repair, remove or in any way interfere with crashed aircraft will be in possession of an identity pass (Air Force (I) F.557-A).

3. Action by Police, Civic Guards and A.R.P. Personnel on becoming aware that an Aircraft has crashed or made a forced landing:

An immediate report will be made to the nearest Dist. Magistrate, either direct or through the A.R.P. Controller or Police Officer concerned giving the following details:-

(a) Whether British, Allied or hostile aircraft and if British or allied aircraft state type and number (or identification letters) of aircraft.

(b) Present location of aircraft, date and time of crash.

(c) In the case of British and allied aircraft only, and only if there are casualties, state particulars of each member of the crew:-

(i) giving personal or official number and rank.

(ii) stating whether, killed, wounded, uninjured.

(d) In the case of British and allied aircraft, if there are no casualties state "Casualties Nil"

(e) Whether carrying bombs or other specialist material.

N.B. Any additional information obtained after the despatch of the report is to be reported in a further report prefixed by a reference to the original report.

In the case of railways an immediate report will be made to the nearest A.R.P. Railway Control Officer, and if there is no A.R.P. Railway Control Officer to the senior Railway official. They will in turn, immediately report to the nearest Dist. Magistrate, giving the details mentioned above.

4. If the aircraft is on fire immediate efforts should be made to rescue personnel and extinguish the fire and an immediate report will

Civil Fire Brigade. If, however, the presence of bombs is suspected rescue work and fire fighting must be confined to within a few minutes of the outbreak of the fire as thereafter there is a grave danger of an explosion occurring.

5. On hearing of a crashed, or forced landed aircraft the nearest Police Officer should:-

(a) Detail a guard to proceed to the scene immediately and make arrangements for a military guard with the local Military Commander, if any.

(b) Crashed Enemy aircraft.

(i) Remove any prisoners from the close vicinity of the aircraft to prevent sabotage. Thoroughly search them for letters, documents, and personal effects, and segregate as far as possible.

(ii) Ensure there is no fraternization between prisoners and other persons.

(iii) Ensure that no interrogation of prisoners is attempted except by the authorised Interrogation Intelligence Officer.

(iv) Ensure that the aircraft is not inspected, looted, or interfered with in any way, except as in paragraph 2 above, until the arrival of the Technical Intelligence Officer, or Officer in charge of Bomb Disposal Party.

(v) Hand over all letters, documents, and personal effects taken from prisoners to the Technical Intelligence Officer.

(c) British, and Allied crashed aircraft.

Ensure that the aircraft is not inspected, looted, or interfered with in any way, except as in paragraph 2 above, until the arrival of the authorised Air Force Officer.

(d) Crashed Aircraft, British, Allied, and Enemy.

(i) Arrange for wounded personnel to be removed to Hospital.

(ii) Maintain guard until notified by the authorised Air Force Officer that this no longer is required or until relieved by a military guard.

(e) Report to the Dist. Magistrate as in paragraph 3 above.

6. Every effort will be made to save the occupants of the aircraft and to render First aid.

Action by Dist. Magistrate.

(See Civil Defence Dept. Circular No.143/42 dated the 30th March 1942, Appendix 'B' paragraphs 4-8, 13 and 20).

7. On receipt of the details mentioned in paragraph 3 the Dist. Magistrate will report them to the nearest Air Force Station stating whether any unexploded bombs in the aircraft constitutes a danger to any vital establishment. This report must NOT be sent by wireless unless telegraphic and telephonic communications are not available in which case it may be sent by wireless in cypher signal, priority 'Important', by arrangement with the military authorities. He will also inform the appropriate Police Headquarters and Heads of the public utility services likely to be concerned, e.g. railways, gas, water, electricity, sewers, etc., of the position of a crashed aircraft containing unexploded bombs so that appropriate safety measures such as cutting off supply, etc., can be taken by them against the possible premature explosion of the bombs.

The Dist. Magistrate will take any other action considered necessary to save life or property, but see paragraph 2 above.

9. He will take early action to confirm whether unexploded bombs do in fact exist and will report the result to the Provincial Govt. Resident. He will also state whether the unexploded bombs are in a British, allied or enemy aircraft and to which Air Force Station the report has been sent.

Note: The term Dist. Magistrate in this letter denotes the officer responsible for all Civil Defence Measures in a civil district, city or town in British India and the equivalent in Indian States.

10. Action by Police.

(See Civil Defence Dept. Circular No. 143/42 dated the 30th March 1942, Appendix 'B' paragraphs 3, 5 and 6).

In the event of a crash, the real danger will be of bombs exploding if the aircraft is on fire, therefore, the area surrounding the aircraft must be kept well clear.

The Police will decide whether it is necessary to clear an area and divert traffic and will take steps to give effect to the decision. Air Raid Precautions Services on the spot should be warned of the presence of unexploded bombs but should not be prevented from continuing with work of Rescue and attending to casualties unless the aircraft is on fire.

Roads which have been closed on account of the presence of a crashed aircraft whether containing unexploded bombs or not may still have to be used for Military traffic or by fire fighting appliances or other Civil Defence and Air Raid Precautions vehicles engaged on essential work.

When roads have been closed and traffic diverted the Police will inform the Dist. Magistrate of the extent of the dislocation and the degree of urgency in restoring normal conditions so that he may have guidance when suggesting to the Provincial Govt./Resident, the order of priority for dealing with unexploded bombs. The A.R.P. Controller will also be informed so that he may communicate the fact that certain roads are blocked, to the A.R.P. Services.

Unexploded bombs in crashed British or allied aircraft will be rendered safe by Air Force personnel. Unexploded bombs in crashed enemy aircraft will be dealt with by the nearest Bomb Disposal Section.

Where houses have to be cleared, particularly at night, the inhabitants should be allowed time to take an adequate supply of clothing.

All action noted herein to be taken by the Police, will in the case of the crash occurring on Railway Premises, be taken by the Railway Administrations. It will not normally be necessary for the Civil Police to enter Railway Premises for this purpose.

Action by the Provincial Govt./Resident.

11. The Provincial Govt./Resident will inform the Air Force Station to which the Dist. Magistrate has reported the crash and also the Bomb

Disposal Headquarters of the order of priority which it has been decided the unexploded bombs, if any, shall be dealt with.

12. Action by the Nearest Air Force Station.

On receipt of the report from Dist. Magistrate the Officer Commanding the nearest Air Force Station or Unit will immediately take action to initiate the inspection, repair and/or salvage of the crashed aircraft.

13. Crashed, etc., Aircraft in Railway and Factory Premises.

The Railway authorities and Factories will report the fall of crashed aircraft and aircraft which have made a forced landing to the A.R.P. Control Room or in the manner set out in para 3 above stating in addition whether unexploded bombs in the aircraft, if any, constitute a danger to any vital installation, or whether the aircraft interfere seriously with railway working. This information will be passed on to the Dist. Magistrate who will take action as in para 7 et seq.

The Railway Authorities are permitted to remove crashed aircraft to the side of the line, using their own personnel, cranes or other equipment, but this must not be done until the aircraft has been made safe for handling by Air Force personnel or Bomb Disposal Sections.

14. Crashed etc., Aircraft in Cantonments.

The Military Authorities will make the report mentioned in paragraph 7 above direct to the nearest Air Force Station repeating to the Dist. Magistrate stating in addition whether the unexploded bombs in the aircraft, if any, constitute a danger to any vital installation, The Dist. Magistrate will take action as in para 7 above.

Copy of Govt. of India, Civil Defence Dept. Circular letter No. 270/4 dated the 26th June 1942.

- - -
Subject - Unexploded Bombs.

Two recent reports of unexploded bombs sent to the Headquarters of a Bomb Disposal ~~Company~~ Company I.E. by ordinary post failed to be delivered. In another instance an ordinary telegram failed to arrive.

2. As a result the bombs were not dealt with for several weeks. Apart from the obvious disadvantage of such delay, it is likely to render the recovery and disposal of U.X. Bs. extremely difficult and in certain circumstances impossible.

3. Attention is therefore invited to paras 7(b) and 8 of Appendix F to Civil Defence Dept. Circular No. 143/42 "Unexploded Bombs" in which it is stated that if the U.X.B. is considered to be in category A it should be reported by the Dist. Magistrate to the Priority Allotting Authority by the quickest means possible. This report is to be followed by a report in the form given in Appendix C by the first post (express)

If it is considered that the U.X.B. comes within the categories B, C or D, the Dist. Magistrate will report by express letter by the first available post.

4. It is requested that when the Headquarters of the Bomb Disposal Company is not in the same place as the Headquarters of the Priority Allotting Authority that authority will make reports to the O.C. Bomb Disposal Company in a similar manner.

W 96-41-16.
GOVERNMENT OF MYSORE

333
W

Tele ^{gram}
phone

OFFICE OF
the Inspector General of Police
in Mysore, Bangalore.

No. ARP. 30/41-42
Encls.

Date 21st July 1942.

To

M. G. MEHKRI Esq., B.A., LL.B.,
Chief Secretary to the Govt. of Mysore,
Bangalore.

Sir,

W 96-41-16
23/7
A
SUBJECT: Instructions -- Crashed or Force
landed Aircraft.

With reference to your letter No. 308/W., dated 17th July 1942, I have the honour to request that the Superintendent, Government Press, may kindly be authorised to print and supply very early three hundred copies of the revised instructions received from the Government of India, as an annexure to the Pamphlet on the 'Bomb Disposal Organisation'. It has not been found practicable to issue corrections to the Old Instructions.

I have the honour to be,
Sir,
Your most obedient servant,

GS

Heach
Inspector General of Police.
(about on line)

SUBJECT.....
.....
.....

Diary No. of letter replied to.....

General and Revenue Secretariat
()
the 19 .

Date of issue.....

Signed by

List of enclosures.....

Copied by

Examined by

Section
File No.
Serial No.

No.

To

The Asstt. Secy. Printing
Sir, Instructions - Crashes or Force
Land Aircraft

I am directed to request
you kindly to print as follows
immediately 300 copies of the
revised instructions on the above
subject, (as an annexure to the
Pamphlet on the Bomb Disposal
Organisation) which will be
sent to you direct by the ISG Public
I have etc
for
I Chief Secy for

377/W.
W96-41-17.

24th July 1942.

The Superintendent,
Government Printing.

Instructions - Crashed or Force Landed Aircraft.

- - -

I am directed to request you kindly to print and supply immediately 300 copies of the revised instructions on the above subject, (as an annexure to the Pamphlet on the Bomb Disposal Organisation) which will be sent to you direct by the Inspector-General of Police in Mysore.

I have the honour to be,
Sir,
Your most obedient servant,

(Sd.) M.G.Mehkri.

~~For~~ Chief Secretary to Government.

Memo No.

378/W

Dated the 24th July 1942.

Copy of the above is forwarded with compliments to the Inspector-General of Police in Mysore, with reference to his letter dated the 21st July 1942.

h

For Chief Secretary to Government.

W 96-41-18.
GOVERNMENT OF MYSORE

551
W

Tele ^{gram}
phone

OFFICE OF
the Inspector-General of Police
in Mysore,
Bangalore.

No. A.R.P. 30/41-42.
Encls. 15

Date August 7, 1942.

To

The Chief Secretary

to the Government of Mysore, Bangalore.

Sir,

Send herewith
I have the honour to ~~enclose~~ 15 copies of the
Annexure (2) to the Pamphlet on the Bomb Disposal Organi-
sation.



I have the honour to be,
Sir,
Your most obedient servant,

M. J. K. Adew
INSPECTOR GENERAL OF POLICE.

ANNEXURE (2) TO THE BOMB DISPOSAL ORGANISATION PAMPHLET.

Instructions—Crashed or forced landed Aircraft.

These instructions should be read in conjunction with the Pamphlet on the Bomb Disposal Organisation.

2. *General Instructions.*—A crashed or forced landed enemy aircraft is the property of the Air Force, which is the sole authority for the disposal. Information of vital importance is obtained from crashed aircraft, documents and expert interrogation of prisoners of war. This can only be obtained by close co-operation between the Civil, Naval, Military and Air Force authorities and in order to ensure that all available information is placed before the proper authorities with the minimum delay the following procedure should be adopted :—

No part of an aircraft, its equipment or armament will in any circumstances be removed or interfered with, without the permission of an authorised Air Force Officer, except as indicated in paragraphs 4, 6, 8, and 13 below. All Air Force personnel entitled to inspect, repair, remove or in any way interfere with crashed aircraft will be in possession of an identity pass (Air Force (I) F. 557—A).

3. *Action by Police, Civic Guards and A. R. P. Personnel on becoming aware that an Aircraft has crashed or made a forced landing.*—An immediate report will be made to the nearest District Magistrate, either direct or through the A. R. P. Controller or Police Officer concerned, giving the following details :—

(a) Whether British, Allied or hostile aircraft and if British or Allied aircraft, state type and number (or identification letters) of aircraft.

(b) Present location of aircraft, date and time of crash.

(c) In the case of British and Allied aircraft only, and only if there are casualties, state particulars of each member of the crew—

(i) giving personal or official number and rank ;

(ii) stating whether killed, wounded, uninjured.

(d) In the case of British and Allied aircraft, if there are no casualties, state "Casualties Nil".

(e) Whether carrying bombs or other specialist material.

N. B.—Any additional information obtained after the despatch of the report is to be reported in a further report prefixed by a reference to the original report.

In the case of Railways, an immediate report will be made to the nearest A. R. P. Railway Control Officer, and if there is no A. R. P. Railway Control Officer, to the senior Railway official. They will in turn, immediately report to the nearest District Magistrate, giving the details mentioned above.

4. If the aircraft is on fire, immediate efforts should be made to rescue personnel and extinguish the fire and an immediate report will be made to the Fire Brigade ; in the case of Railways the report will be made to the Railway Fire Brigade, if any, or failing this to the Civil Fire Brigade. If, however, the presence of bombs is suspected, rescue work and fire fighting must be confined to within a few minutes of the outbreak of the fire as thereafter there is a grave danger of an explosion occurring.

5. On hearing of a crashed, or forced landed aircraft, the nearest Police Officer should—

(a) Detail a guard to proceed to the scene immediately and make arrangements for a military guard with the local Military Commander, if any.

(b) *Crashed Enemy aircraft.*

- (i) Remove any prisoners from the close vicinity of the aircraft to prevent sabotage. Thoroughly search them for letters, documents, and personal effects, and segregate them as far as possible.
- (ii) Ensure there is no fraternization between prisoners and other persons.
- (iii) Ensure that no interrogation of prisoners is attempted except by the authorised Interrogation Intelligence Officer.
- (iv) Ensure that the aircraft is not inspected, looted, or interfered with, in any way, except as in paragraph 2 above, until the arrival of the Technical Intelligence Officer, or Officer in charge of Bomb Disposal Party.
- (v) Hand over all letters, documents, and personal effects taken from prisoners to the Technical Intelligence Officer.

(c) *British and Allied crashed Aircraft.*—Ensure that the aircraft is not inspected, looted, or interfered with, in any way, except as in paragraph 2 above, until the arrival of the authorised Air Force Officer.

(d) *Crashed Aircraft—British, Allied and Enemy.*

- (i) Arrange for wounded personnel to be removed to Hospital.
 - (ii) Maintain guard until notified by the authorised Air Force Officer that this is no longer required or until relieved by a military guard.
- (e) Report to the District Magistrate as in paragraph 3 above.

6. Every effort will be made to save the occupants of the aircraft and to render First Aid.

Action by District Magistrate.—(See Appendix 'B' paragraphs 4—8, 13 and 20 of the Pamphlet on the Bomb Disposal Organisation).

7. On receipt of the details mentioned in paragraph 3, the District Magistrate will report them to the nearest Air Force Station, stating whether any unexploded bombs in the aircraft constitute a danger to any vital establishment. This report must NOT be sent by wireless unless telegraphic and telephonic communications are not available, in which case it may be sent by wireless in cypher signal, priority 'Important', by arrangement with the military authorities. He will also inform the appropriate Police Headquarters and Heads of the public utility services likely to be concerned, *e. g.*, railways, gas, water, electricity, sewers, etc., of the position of a crashed aircraft containing unexploded bombs so that appropriate safety measures such as cutting off supply, etc., can be taken by them against the possible premature explosion of the bombs.

The District Magistrate will take any other action considered necessary to save life or property, but see paragraph 2 above.

9. He will take early action to confirm whether unexploded bombs do in fact exist and will report the result to the Provincial Government/Resident. He will also state whether the unexploded bombs are in a British, Allied or enemy aircraft and to which Air Force Station the report has been sent.

Note.—The term 'District Magistrate' in this pamphlet denotes the officer responsible for all Civil Defence Measures in a civil district, city or town in British India and the equivalent in Indian States.

10. *Action by Police.*—(See Appendix 'B' paragraphs 3, 5 and 6 of the Pamphlet on the Bomb Disposal Organisation).

In the event of a crash, the real danger will be of bombs exploding if the aircraft is on fire; therefore, the area surrounding the aircraft must be kept well clear.

The Police will decide whether it is necessary to clear an area and divert traffic and will take steps to give effect to the decision. Air Raid Precaution Services on the spot should be warned of the presence of unexploded bombs but

should not be prevented from continuing the work of rescue and attending to casualties unless the aircraft is on fire.

Roads which have been closed on account of the presence of a crashed aircraft, whether containing unexploded bombs or not, may still have to be used for military traffic or by fire fighting appliances or other Civil Defence and Air Raid Precautions vehicles engaged on essential work.

When roads have been closed and traffic diverted, the Police will inform the District Magistrate of the extent of the dislocation and the degree of urgency in restoring normal conditions so that he may have guidance when suggesting to the Provincial Government/Resident, the order of priority for dealing with unexploded bombs. The A. R. P. Controller will also be informed so that he may communicate the fact that certain roads are blocked, to the A. R. P. Services.

Unexploded bombs in crashed British or Allied aircraft will be rendered safe by Air Force personnel. Unexploded bombs in crashed enemy aircraft will be dealt with by the nearest Bomb Disposal Section.

Where houses have to be cleared, particularly at night, the inhabitants should be allowed time to take an adequate supply of clothing.

All action noted herein to be taken by the Police will, in the case of the crash occurring on Railway premises, be taken by the Railway Administrations. It will not normally be necessary for the Civil Police to enter Railway premises for this purpose.

11. *Action by the Provincial Government/Resident.*—The Provincial Government/Resident will inform the Air Force Station to which the District Magistrate has reported the crash and also the Bomb Disposal Headquarters of the order of priority in which it has been decided the unexploded bombs, if any, shall be dealt with.

12. *Action by the nearest Air Force Station.*—On receipt of the report from the District Magistrate, the Officer Commanding the nearest Air Force Station or Unit will immediately take action to initiate the inspection, repair and/or salvage of the crashed aircraft.

13. *Crashed, etc., Aircraft in Railway and Factory Premises.*—The Railway authorities and Factories will report the fall of crashed aircraft and aircraft which have made a forced landing to the A. R. P. Control Room or in the manner set out in para 3 above, stating in addition whether unexploded bombs in the aircraft, if any, constitute a danger to any vital installation, or whether the aircraft interfere seriously with railway working. This information will be passed on to the District Magistrate who will take action as in para 7 *et seq.*

The Railway authorities are permitted to remove crashed aircraft to the side of the line, using their own personnel, cranes or other equipment, but this must not be done until the aircraft has been made safe for handling by Air Force personnel or Bomb Disposal Sections.

14. *Crashed etc., Aircraft in Cantonments.*—The Military authorities will make the report mentioned in paragraph 7 above direct to the nearest Air Force Station, repeating to the District Magistrate stating in addition whether the unexploded bombs in the aircraft, if any, constitute a danger to any vital installation. The District Magistrate will take action as in para 7 above.

*Copy of Government of India, Civil Defence Department, Circular letter
No. 270—42, dated the 26th June 1942.*

SUBJECT—Unexploded Bombs.

Two recent reports of unexploded bombs sent to the Headquarters of a Bomb Disposal Company (I. E.) by ordinary post, failed to be delivered. In another instance, an ordinary telegram failed to arrive.

2. As a result, the bombs were not dealt with for several weeks. Apart from the obvious disadvantage of such delay, it is likely to render the recovery and disposal of U. X. Bs. extremely difficult and in certain circumstances impossible.

3. Attention is therefore invited to paras 7 (b) and 8 of Appendix B (of the Pamphlet on the Bomb Disposal Organisation), "Unexploded Bombs", in which it is stated that if the U. X. B. is considered to be in category A, it should be reported by the District Magistrate to the Priority Allotting Authority *by the quickest means possible*. This report is to be followed by a report in the form given in Appendix C by the first post (express).

If it is considered that the U. X. B. comes within the categories B, C or D, the District Magistrate will report by *express letter* by the first available post.

4. It is requested that when the Headquarters of the Bomb Disposal Company is not in the same place as the Headquarters of the Priority Allotting Authority, that authority will make reports to the O. C., Bomb Disposal Company, in a similar manner.

SECRET.

W 96-41-19. 772
W

THE OFFICE OF THE HON'BLE THE
RESIDENT IN MYSORE,

Dated Bangalore, the 29th August 1942

No.F.3(24)-42/W. (C. C. C.)

A copy of the undermentioned
paper is forwarded with compliments
to the -

Chief Secretary to the Govern-
ment of His Highness the
Maharaja of Mysore, Bangalore

for information in continuation of
endorsement from this Residency
No.F.3(24)-42/W, dated the 14th July
1942.

By order, etc.,

29. AUG. 1942

SECRETARY TO THE RESIDENT.

Civil Defence Department Circular
No.312/42, dated the 10th August
1942.

VN

Copy of a Circular from the Government of India, Civil Defence Department, to all Provincial Governments, etc. No.312/42, dated the 10th August 1942.

-----:0:-----

UNEXPLODED BOMBS.

I am directed to say that the following amendment is made to the Civil Defence Department Circular No.143/42, dated the 30th March 1942:-

Appendix D, after paragraph 11, ~~and~~ add new paragraph 12: -

"12. No railway traffic must be run within 400 yards of an unexploded parachute mine except where the mine is masked by a strong steel-framed concrete building, in which event the distance may be reduced to 300 yards."

-----:0:-----

VN

SECRET.

31st August 1942.

NO. 1446/W
W 96-41-20.

The Inspector-General of Police in Mysore.

Instructions - Crashed or Force
Landed Aircraft.
- - - -

In continuation of this office letter No.308/W dated the 17th July 1942 on the above subject, I am directed to forward a copy of Civil Defence Department Circular No.312/1942 dated the 10th August 1942, and to request that necessary instructions may kindly be issued to the officers concerned.

I have the honour to be,
Sir,
Your most obedient servant,

For Chief Secretary to Government.

Sc.

W 96-41-21.

ARP.30/41-42

Office of the
Inspector-General of Police in Mysore,
Bangalore, dated 3rd September, 1942.

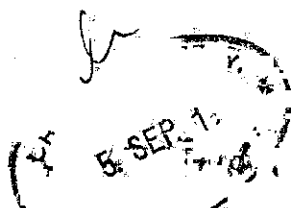
Amendment to the Pamphlet on the "Bomb Disposal
Organisation."

Add the following new para 11, after para 10 of
Appendix "D".-

"11 No Railway traffic must be run within 400 yards of an
unexploded Parachute mine except where the mine is masked
by a strong steel framed concrete building, in which
event the distance may be reduced to 300 yards".

Copies to

All recipients of the Pamphlet on "Bomb Disposal Orga-
nisation".



(Handwritten signature)
For Inspector-General of Police.

W 96-41-22. 1154-
THE OFFICE OF THE HON'BLE THE RESIDENT
IN MYSORE, W.

Dated Bangalore, the 5th Octr. 1942.

No.F.3(24)-42/N. (22)

A copy of the undermentioned papers is forwarded with compliments to the Chief Secretary to the Government of His Highness the Maharaja of Mysore, Bangalore, for information.

By order, etc.,

WAS
6/10/42
SECRETARY TO THE RESIDENT.
com

1. The Government of India, Civil Defence Department Circular No.356/42 dated the 21st September 1942.

2. The Government of India, Civil Defence Department Circular No.363/42, dated the 26th September 1942.

VN

Copy of the Government of India, Civil Defence Department
Circular No. 363/42, dated the 26th September 1942, to All Provincial
Governments and Chief Commissioners.

Subject:- UNEXPLODED BOMBS.

Please refer to Civil Defence Department Circular No. 356/42,
dated the 21st September 1942, on the subject of Unexploded Bombs.

2. It is suggested that in those cases where the Provincial
Government is also the Priority Alloting Authority for Indian State
territory, that territory should also be included in the exercises
in collaboration with the Residents.

-----:0:-----

Copy of the Government of India, Civil Defence Department Circular No. 356/42., dated the 21st September 1942, to All Provincial Governments and Chief Commissioners.

Subject:- Un exploded Bombs.

-:0:-

Original
Sent to
18/9

I am directed to refer to this Department's Circular No.143/42 of the 30th March, 1942, on the subject of unexploded Bombs and in particular to paragraphs 9, 10, and 12 of Appendix 'B' of that Circular which deals with the question of priorities.

2. Some doubt exists as to whether District Magistrates understand exactly what is required of them and it is suggested for the consideration of the Provincial Government that a practice should be held in each District of the Provinces to make quite sure that the use of priorities for U.X.B. disposal is understood.

There is some danger that pressure may occur for the much too free use of priority A, and this is to be guarded against.

3. An example of an Express Letter from a Provincial Government to a District Magistrate which might be issued is as follows:-

"Practice, Unexploded Bomb priorities. A hole in the road at centre of Mulganj crossing has been reconnoitred as indicating an Unexploded H.E. Bomb of 250 lbs. buried at unknown depth. What action would you take and what priority would you recommend under Civil Defence Department Circular No. 143/42 dated the 30th March 1942."

4. We shall be grateful if the results of the practices are please be communicated to this Department.

5. In the course of such practices, if the Prvincial Government will be good enough to decide the machinery for reaching its decision and to communicate this and the decisions arrived at to us, we can scrutinize these in consultation with the bomb disposal organization and do what we can to obtain a general uniformity and an acceptance of correct criteria for decision.

-:000:--

W 96-41-23.

no 1844/w -
- Enc 1

942.

The Inspector-General, of Police in Mysore,
Bangalore.

Subject : UNEXPLODED BOMBS.

I am directed to forward herewith copies of Circulars Nos. 356/42, 363/42 dated 21st Septr. 1942 and 26th Septr. 1942 respectively of the Government of India, Civil Defence Department for your information.

I have the honour to be,
Sir,
Your most obedient servant,


For Chief Secretary to Government

Sa

SUBJECT:

knapp 10000 Barabz

Section

File No.

Serial No.

Diary No. of letter replied to.....

General and Revenue Secretariat

()

the 194 .

Date of issue... 16-X-42

Signed by..... Mr. S. K. V.

List of enclosures.....

Copied by.....

Examined by.....

No.

 Γ_0

1855/w.

9 hrs 3. 07. P.

Sir,

In continuation
of this office letter
no 1244/W 2/15/10/4
on the above subject
I am directed to
state that a pro
may be availed
for ^{some time} ~~for~~ for ~~as per~~ circ
~~no 3~~ dealing with
unemployed work
provisions as per
Civil Defence Dept
Circular no 356/4

Q 21- 9-22 a copy
of which was forwarded
to you with the said
letter.

I have no

for chief Secy ^{for} 16/11

see

16-10-42.

No. 1855/W.
W 96-41-24.

The Inspector-General of Police in Mysore.

UNEXPLODED BOMBS.

In continuation of this office letter No. 1844/V dated 15-10-42 on the above subject, I am directed to state that a practice may be arranged for sometime ~~dealing with Unexploded Bombs Priorities~~ as per Civil Defence Department Circular No. 356/42, dated 21-9-42 a copy of which was forwarded to you with the ~~same~~ letter. *may be arranged for sometime*

As per circular
I have the honour to be,
Sir,
Your most obedient servant,

J
For Chief Secretary to Government.

59.

W 96-41-25 1474
Confidential.

No.F.3(24)-42/W. (C) *W* *case*

THE OFFICE OF THE HON'BLE THE RESIDENT
IN MYSORE.

Dated Bangalore, the ⁶10th November ²1942.

A copy of the undermentioned
paper is forwarded with compliments
to the

Chief Secretary to the
Government of His Highness
the Maharaja of Mysore,
Bangalore.

for information in continuation of
endorsement from this Residency No.
F.3(24)-42/W., dated the 29th August
1942.

war
10.10
By order etc.,

W 96-41-25 1474
W
for SECRETARY TO THE RESIDENT.

The Government of India, Civil
Defence Department, Circular No.399/42
dated the 23rd October 1942.
63

Copy of the Government of India, Civil Defence
Department Circular No. 339/42, dated New Delhi the
23rd October 1942.

Subject:- UNEXPLODED BOMBS.

Recent information necessitates the amendments
set out below to Civil Defence Department Circular
No. 143/42. It is requested that these amendments be
carried out in all copies of this circular.

Amendment to Civil Defence Department Circular
No. 143/42.

W.D' Appendix F. (1) Para. 5 "1 kg. Incendiary Bomb"

Add at the end of Sub para. (5) "Certain types
of these bombs now being used by the Germans contain
a composition liable to spontaneous ignition if wetted
and allowed to dry out again. No untried 1 kg.
Incendiary bombs should be placed in water; they should
be kept dry until handed over to a Bomb Disposal Section.

(2) Para. 6 "Japanese Incendiary (Phosphorus) Bomb"

Add at the end of para. "Phosphorus filled bombs
which have failed to function but have been
damaged by impact, contain a liquid that fumes
and is liable to catch fire spontaneously.
Such bombs should be kept wet until they can
be dealt with by a Bomb Disposal Section."

2766/W. E. 1. -

16-11-42.

W 96-H-26.

The Inspector-General of Police.

UNEXPLODED BOMBS.

I am directed to forward herewith copy of the Government of India, Civil Defence Department Circular No. 399/42, dated New Delhi, 23rd Oct. 1942, for your information *and necessary action*

I have the honour to be,

Sir,

Your most obedient servant,

For Chief Secretary to Government.

RS

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

W 46-41-27

No. F.3(24)-42/W

1502
W

FROM

THE SECRETARY

TO THE HON'BLE THE RESIDENT IN MYSORE.

war To
The Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.

13.

th
Dated Bangalore, the 12 November 1942.

W. J. N.
Courses in the detection of
Unexploded Bombs.

SIR,

I am directed to refer to paragraph 2 of secret letter from this Residency No.F.3(24)-42/W, dated the 24th April 1942, and subsequent correspondence on the subject, and to say that instruction in the detection of U.X.B. is now given in 3 Courses out of 4 at the Civil Defence Instructors' School, Calcutta, in all Courses at Hyderabad and in every Course at the "Gardens" Wing of the Civil Defence Specialist Schools. In view of these facilities, the Government of India have decided to discontinue the Courses arranged by the military authorities and all outstanding demands for vacancies at such Courses are being treated as cancelled.

2. I am to request that the demands of the Government of Mysore for vacancies at the Instructors' Schools and Specialist Courses may kindly be reviewed in the light of this alteration.

I have the honour to be,
Sir,
Your most obedient servant,

W. J. N.
SECRETARY TO THE RESIDENT.

VN *63*

SUBJECT.....

Section

War

File No. 96-41

Serial No. 28.

Diary No. of letter replied to.....

General and Revenue Secretariat

()
the 19 .

Date of issue.....

28.11.1942

Signed by

Mr. S. K. V.

No. P/1124

To

The Deputy Commissioner
Courses in the Detecting
Group for Bombs.

Sir,

With reference to Para 2

of your letter no F. 3(24)-42/W

of 12th Nov. 42 on the above subject

I am directed to state that

the Govt will be obliged

if another vacancy at the CD

School Bombay for the Staff

Officers Course in the Warden's

Wing is secured for the

Govt, in addition to the one

already requested in this office

am directed to inform
in reply to this office
letter no Sd. 701 & Sd. 770 of
26.9.42 & 5.10.42 respectively
concerning the vacancy
for a vacancy being
reserved for this Govt
at the B.D. School

1. List of enclosures.....
Letter at Bombay for
the Staff Officer (Warden's Wing) &
Copied by

to Sd. 2 of your letter
no. 73(24)-42 (W) B.

Examined by

12.11.42 Mr. S. K. V.

of this Govt for
vacancy at the B.D. School Bombay for the
Specialist Course & to recommend that another
vacancy at the B.D. School Bombay for the
Staff Officer's Course (Warden's Wing)

770 5th Oct. 42
letter no 82 ~~27th Sept 42~~

Try L
finger file

may be moved to be
renewed to see if
the case is definite

another officer to
I have the evidence to show

News is 2453/W. Chin Sept got

d. 28.11.42
copy to USP with ref by who

ARP 30/4/42 18:25 Nov 42

Ref 1124

28th Nov. 1942.

The Chief

Sir,

COURSES IN THE DETECTION OF UNEXPLODED BOMBS.

I am directed to invite kind reference to this office letter No. Pol. 701 and Pol. 770 dated 24-9-1942 and 5-10-42 respectively requesting you to arrange for a vacancy being reserved for this Government at the C.D. Specialist School at Bombay for the Staff Officers' Course (Wardens' wing) and to Para 2 of your letter No. F. 3(24)-42/W, dated 12th Nov. 1942 re : the demands of this Government for vacancies at the Instructors' School and Specialist Courses and to request that another vacancy at the C.D. School, Bombay for the Staff Officers' Course (Wardens' wing) may be arranged to be reserved to enable this Government to depute another officer to undergo the course.

I have the honour to be,
Sir,
Your most obedient servant,

Sd. M.G. MEHKRI,

CHIEF SECRETARY TO GOVERNMENT.

Memo No

2453/W

Bangalore, 28th Nov. 1942.

Copy of the above is forwarded with compliments to the Inspector-General of Police, with reference to his Unofficial Note A.R.P. 30/41-42 dated 25th Novr. 1942.

By Order,

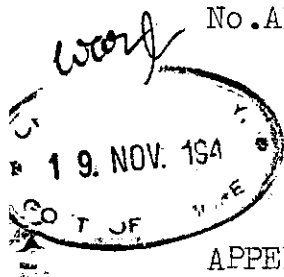

For Chief Secretary to Government.

(15) Min. Secy

1096-41-29.

No. ARP. 30/41-42

Office of the
Inspector-General of Police in Mysore,
Bangalore, dated November 18, 1942.



Amendment-2 to the pamphlet on the
"Bomb Disposal Organisation"

APPENDIX F. Para 5 "1 kg. Incendiary Bomb".

Add the following at the end of sub para (5).

"Certain types of these bombs now being used by the Germans contain a composition liable to spontaneous ignition if wetted and allowed to dry out again. No unignited 1 kg. Incendiary bomb should be placed in water; they should be kept dry until handed over to a Bomb Disposal Section."

Para 6: "Japanese Incendiary (Phosphorous) Bomb".

Add the following at the end of para 6.

"Phosphorous filled bombs which have failed to function but have been damaged by impact may exude a liquid that fumes and is liable to catch fire spontaneously. Such bombs should be kept wet until they can be dealt with by a Bomb Disposal Section."

To All recipients of the pamphlet on "Bomb Disposal Organisation".

(Hecker)

For Inspector-General of Police.

No.ARP.30/41-42

Office of the
Inspector-General of Police in Mysore,
Bangalore, dated November 18, 1942.

Amendment-2 to the pamphlet on the
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APPENDIX F. Para. 5 "1 kg. Incendiary Bomb".

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Add the following at the end of para 6.

"Phosphorous filled bombs which have failed to function but have been damaged by impact may exude a liquid that fumes and is liable to catch fire spontaneously. Such bombs should be kept wet until they can be dealt with by a Bomb Disposal Section."

To All recipients of the pamphlet on "Bomb Disposal Organisation".

(Heads)
For Inspector-General of Police.

W 96-41-30.

1583
W

CONFIDENTIAL.

THE OFFICE OF THE HON'BLE THE RESIDENT IN MYSORE,
Dated Bangalore, the 20th November 1942.

No.F.3(24)-42/W. (Smea per)

A copy of the undermentioned paper is forwarded
with compliments to the

Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore,

for information, in continuation of endorsement from
this Residency No.F.3(24)-42/W, dated the 10th November
1942.

2. The substance of Civil Defence Department
Circular No.393/42, dated the 22nd October 1942, was
communicated by the Government of India to all authori-
ties on Distribution List No.2 - vide their letter
No.F.5-A.R.P.(Poll)/42, dated the 27th October 1942.

By order, etc.,

M. A. Anand Kumar

for SECRETARY TO THE RESIDENT.

63

The Government of India (Civil Defence Department)
Circular No.406/42, dated the 30th October 1942.

VN

No.11/42-A.R.P.II(T)
Government of India.
Civil Defence Department.
New Delhi, the 30th October 1942

From

R.A.Gopalaswami, Esq., I.C.S.,
Deputy Secretary to the Government of India.

To

All Provincial Governments
Chief Commissioners.

CIVIL DEFENCE DEPARTMENT CIRCULAR NO. 406/42.

SUBJECT:- UNEXPLODED BOMBS.

Sir,

*See list
nd
yes*

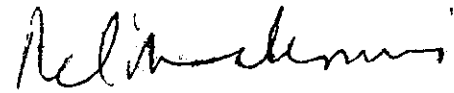
With reference to Appendix E, C.D.D.Circular No. 143/42 dated the 30th March 1942, and C.D.D.Circular No. 393/42 dated the 22nd October 1942 recent reports from the United Kingdom indicate that the detonation of the explosive charge in a 1 kg magnesium Incendiary Bomb may make a crater similar to the entry hole of an unexploded High Explosive Bomb. In one case a crater was formed similar to the entry hole of a 50 kg bomb; in another instance in marshy ground, the crater formed was large enough to be mistaken for the entry hole of an unexploded 1000 kg (thousand kg) bomb.

On examination, discolouration of the sides of the crater, the presence of magnesium dust and fragments of a

1 kg magnesium Incendiary bomb led to a correct diagnosis.

When it is known that 1 kg magnesium incendiary bombs have been used,--Bomb Reconnaissance Parties should make sure that the crater under examination has not been formed by an exploded 1-kg. magnesium Incendiary Bomb before reporting it as made by an unexploded High Explosive bomb.

I have the honour to be,
Sir,
Your most obedient servant,

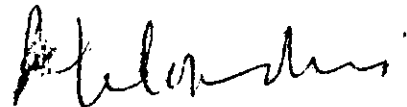


Deputy Secretary to the Government of India.

No.11/42-A.R.P.II(T)

A copy is forwarded to all Departments of the Government of India, Air Headquarters, Engineer-in-Chief's Branch, Naval Headquarters, the A.R.P.Schools, and the Chief Secretary to the Government of Ceylon, for information.

By order,



Deputy Secretary to the Government of India.

No 2490/W.

General & Revenue Secretariat,
Bangalore, 1st Decr. 1942.

From

W96-41-31

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

To

The Inspector-General of Police in Mysore,
Bangalore.

Sir,

UNEXPLODED BOMBS.
In continuation of the letter no 266/W d 16th

I am directed to forward herewith a copy of
the Civil Defence Department Circular No.406/42,
dated the 30th october 1942 on the above subject,
since received from the Residency.

I have the honour to be,

Sir,

Your most obedient servant,

For Chief Secretary to Government.

P.T.O.

W 96-41-32.

1877
W

Copy of the Civil Defence Department (Government of India)
Circular dated 30th October 1942.

UNEXPLODED BOMBS

With reference to Appendix E, Civil Defence Department Circular No. 143/42, dated 30th March 1942, and Civil Defence Department Circular No. 393/42 dated 22nd October 1942, recent reports from the United Kingdom indicate that the detonation of the explosive charge in a 1 kg magnesium incendiary bomb may make a crater similar to the entry hole of an unexploded High Explosive Bomb. In ~~one~~ one case a crater was formed similar to the entry hole of a 50 kg. bomb; in another instance in marshy ground, the crater formed was large enough to be mistaken for the entry hole of an unexploded 1000 kg (thousand kg) bomb.

On examination, discolouration of the sides of the crater, the presence of magnesium dust and ~~gza~~ fragments of a 1 kg. magnesium incendiary bomb led to a correct diagnosis.

When it is known that 1 kg. magnesium incendiary bombs have been used, Bomb Reconnaissance parties should make sure that the crater under examination has not been formed by an exploded 1 kg. magnesium incendiary bomb before reporting it as made by an unexploded High Explosive bomb

No. ARP. 30/41-42

Office of the
Inspector General of Police in Mysore,
Dated Bangalore 14th December 1942.

Copies to

All recipients of the pamphlet on Bomb Disposal Organisation

The Chief Secretary to Govt.

For Inspector General of Police.

FORM H.—ಹೆಚ್. ನಮೂನೆ.

3
Certificate of Exemption under rule 14A for members of Criminal Tribes registered under section 12 or 13 of Regulation VII of 1916.
1916ನೇ ವರುಷದ VIIನೇ ನಂಬರು ರೆಗ್ಯುಲೇಷನ್ 12 ಅಥವಾ 13ನೇ ಪ್ರಕರಣದ ರೀತ್ಯಾ ರಿಜಿಸ್ಟರಾದ ಬದ್ಧ ಚಾಲು ವರ್ಗದ ಜನರಿಗೆ 14 ಎ. ನಿಬಂಧನೆಯ ಮೇರೆಗೆ ಕೊಡಲ್ಪಟ್ಟ ವಿನಾಯಿತಿ ಸರಟಿ ಫಿಕೇಟ್.

Name ಹೆಸರು	Father's name ತಂದೆ ಹೆಸರು	Tribes ಗುಂಪು	Residence ವಾಸಸ್ಥಳ	Employment for which granted ಯಾವ ಕೆಲಸಕ್ಕಾಗಿ ಕೊಡಲ್ಪಟ್ಟದ್ದು	Remarks ಪರಾ

Signature of the Officer.
ಅಧೀನರ ರುಜು.

W 96-41-33. 2017
W.
GOVERNMENT OF MYSORE

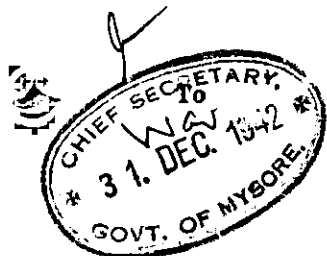
Tele gram
phone

OFFICE OF the
Controller for A.R.P.

No. A.R.P. 464/42-43.
Encls.

Kolar Gold Field, Oorgaum,
Dated 30th December 1942.

~~XXXX~~



The Chief Secretary to Government

of H. H. The Maharaja of Mysore,

B A N G A L O R E.

Sir,

I have the honour to state that during the recent visit of Brigadier Reeve, Civil Defence Commissioner and Adviser to Government of India on A.R.P. to Kolar Gold Field, the question of disposal of unexploded bombs was discussed. It was found that the procedure to be adopted and the responsibilities of the Civil and the Military authorities in locating, guarding and disposing of unexploded bombs in the event of an air raid, have not been clearly defined. I therefore request that Government may be pleased to issue definite instructions in the matter so as to avoid confusion as a result of divided responsibility and dual control.

I have the honour to be,
Sir,
Your most obedient servant,

Controller for A.R.P.
Kolar Gold Field.

MRK/-30-12-42.

SUBJECT.....

Diary No. of letter replied to.....

General and Revenue Secretariat
()
the 194

Date of issue... 5.1.43.

Signed by..... Mr. S.K.U.

List of enclosures.....

Copied by.....

Examined by.....

Section War
File No. 96-41
Serial No. 34.

No. 2956/W d 5.1.43

To The ARI Controller KlyF
Sir
Disposal of Transplanted Bomb.

With refer to your letter No
ARI. 464/4240 d 30 Dec. 42 on
it above subject. I am directed
to request you kindly to put in
touch with the Igt to whom a
copy of your letter has been
forwarded for necessary action

I have
to
Memo no 2957/W d 5.1.43. 2 Chg. Supt for
Cps to Igt for information and
necessary action with a copy of
ARI Controller's letter.
for B.1

GENERAL AND REVENUE SECRETARIAT,

Mo 2956/w

Bangalore, 5th January 1943.

From

The Chief Secretary to the Government
of His Highness the Maharaja of Mysore.

To

The A.R.P. Controller,
Kolar Gold Fields.

Sir,

Disposal of Unexploded Bombs.

With reference to your letter No. A.R.P. 464/42-43 dated 30th December 1942 on the above subject I am directed to request you kindly to get into touch with the Inspector General of Police to whom a copy of your letter has been forwarded for necessary action.

I have the honour to be,

Sir,

Your most obedient servant,

Sd. G.M. Mehkri.

Chief Secretary to Govt.

52/3

(P.T.O.)

Memo No. 2957/15 Dated Bangalore
the 5th Jan. 1943
Encl one

Copy of the foregoing is
forwarded with compliments to
the Inspector General of Police
in Mysore for information and
necessary action with a copy
of A.R.P. Controller's letter.

By Order,

J
For Chief Secretary to Go
SC Government.

~~SECRET~~

W96-41-35 : 2205
No.F.3(24)-42/W. *Smelt*

From

The Secretary to the Hon'ble
the Resident in Mysore.

To

The Chief Secretary to the
Government of Mysore,
Bangalore.

Bangalore, the 18th January 1943

Instructions - Crashed or
Force Landed Aircraft.

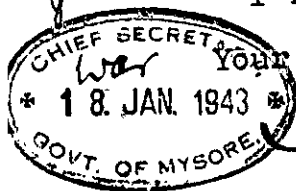
Sir,

T In continuation of letter
from this Residency No.F.3(24)-42/W,
dated the 11th July 1942, I am
directed to forward for information
a copy of the Government of India
(Civil Defence Department) circular
No.444/42, dated the 17th December
1942.

I have the honour to be,

Sir,

Your most obedient servant,



SECRETARY TO THE RESIDENT.

VN

GOVERNMENT OF HIS HIGHNESS

THE MAHARAJA OF MYSORE

General and Revenue Secretariat,

Bangalore, Dated, —22nd January 1943.

No.

3220/W. Encls.
W 96-41-36

From

The Chief Secretary to the Government of His Highness
the Maharaja of Mysore.

To

The Inspector General of Police in Mysore,
Bangalore.

Sir,

Instructions - Crashed or Force Landed
Aircraft.

In continuation of this office letter No.308/W.
dated 17th July 1942, I am directed to forward herewith
copy of the Government of India (Civil Defence Depart-
ment) Circular No.444/42, dated the 17th December 1942,
since received from the Residency on the above subject
and to request that needful instructions may kindly be
issued to the officers concerned.

I have the honour to be
Sir,
Your most obedient servant,

Chief Secretary to Government.

No. 165/42-A.R.P.II(T)
GOVERNMENT OF INDIA,
Civil Defence Department,
New Delhi the 17th December, 1942.

From
R.A. Gopalaswami, Esq., I.C.S.,
Deputy Secretary to the Government of India.

To
All Provincial Governments &
Chief Commissioners.

C.D.D. Circular No. 444/42.

Subject:- Instructions - Crashed or Force Landed Aircraft.

Sir,

I am directed to forward revised instructions on this subject and to say that C.D.D. Circular No. 259/42 is hereby cancelled.

These instructions should be read in conjunction with C.D.D. Circular No. 143/42, dated 30th March, 1942. *original will d 13 p.*

The term District Magistrate in this letter denotes the officer responsible for all Civil Defence measures in a Civil District, city or town in British India and the equivalent in Indian States.

The words "Air Force" in this letter refer to the R.A.F., I.A.F., or U.S.A. Air Force as may be appropriate in the circumstances. Where R.A.F. or I.A.F. formations are mentioned the equivalent U.S.A. formations are included.

GENERAL INSTRUCTIONS.

2. A crashed or force landed aircraft is the property of the Air Force which is the sole authority for its disposal. Information of vital importance is obtained from documents and expert interrogation of prisoners of war obtained from crashed aircraft as well as from the aircraft itself. This can only be obtained by close co-operation between the Civil, Naval, Military and Air Force authorities and, in order to ensure that all available information is placed before the proper authorities with the minimum delay, the procedure given in the succeeding paragraphs should be adopted.

No part of an aircraft, its equipment or armament will in any circumstances be removed or interfered with, without the permission of an authorised Air Force Officer except as indicated in paragraphs 4, 5, 10 and 11 below. All R.A.F. and I.A.F. personnel entitled to inspect, repair, remove or in any way interfere with crashed aircraft will be in possession of an identity pass (Air Force (1)F.557-A). R.A.F. and I.A.F. Technical Intelligence Officers will, in addition, be in possession of an Intelligence Pass of which a description will be forwarded later on. U.S.A. Air Force officers will be in possession of an identity pass (War Department A.G.O.65-1).

REPORTING CRASHED AIRCRAFT.

3. (a) Messages whether by telephone or telegraph reporting aircraft crashes are sent by "LANDACT H.A. Immediate". The general procedure for originating and sending these messages is set out in P.&T. Department letter No. TTL/842/41, dated 17th October, 1942.

It will be noted that according to this letter LANDACT messages are to be accepted by Postmasters and officials in charge of Telegraph Offices when tendered by any member of the armed forces (which includes forces of the U.S.A.), Civil Defence Department and all except inferior servants of the Central Government, Provincial Governments and Governments of Indian States. No provision has been made for members of the public to send messages of this class. As, however, Postmasters and officials in charge of Telegraph Offices are authorised to originate such messages they may do so on reports of members of the public if they are satisfied that the reports are reliable.

Members of Civil Defence Services on becoming aware that an aircraft has crashed should report the fact giving the information stated below to the A.R.P. Controller through the local Report Centre concerned. They should not originate LANDACT messages.

The following details should be given in LANDACT messages :-

(a) Whether British, Allied or hostile aircraft and, if British or Allied aircraft, the type and number (or identification letters of the aircraft).

(b) Present location of aircraft, date and time of crash.

(c) In the case of British and Allied Aircraft only, and only if there are no casualties, particulars of each member of the crew, i.e.,

(i) Personal or official number and rank.

(ii) Whether killed, wounded, uninjured.

(d) In the case of British and Allied aircraft if there are no casualties state "Casualties Nil".

(e) Whether carrying bombs or other specialist material.

N.B. Any additional information obtained after the despatch of the report is to be reported in a further report prefixed by a reference to the original report.

The code word LANDACT is a routing instruction. LANDACT messages will be routed to the nearest Army or Air Force Headquarters or to any other place decided upon by the military authorities. When the destinations of LANDACT messages have been decided such messages will not be routed elsewhere by P.&T. officials, irrespective of any attempt that may be made by the tenderer of the telegram or the calling subscriber to send the telegram or the telephone message to anyone else.

Postmasters and officials in charge of Telegraph Offices accepting LANDACT messages have been instructed to send an exact copy of the message immediately to the nearest District Magistrate, either direct or through the A.T.

ACTION TO BE TAKEN AFTER A CRASH.

4. If the aircraft is on fire immediate efforts should be made to rescue personnel and extinguish the fire and an immediate report will be made to the Fire Brigade. If, however, the presence of bombs is suspected rescue work and fire fighting must be confined to within four minutes of the outbreak of the fire as thereafter there is a great danger of an explosion occurring.

5. On hearing of a crashed or force landed aircraft the nearest Police Officer should:

(a) Detail a guard to proceed to the scene immediately and, where possible, make arrangements for a military guard with the local Military Commander, if any.

(b) Crashed enemy aircraft.

(i) Remove any prisoners from the close vicinity of the aircraft, thoroughly search them for letters, documents and personal effects and segregate them as far as possible.

(ii) Ensure that there is no fraternization between prisoners and other persons.

(iii) Ensure that no interrogation of prisoners is attempted except by the authorised Interrogation Intelligence Officer.

(iv) Ensure that the aircraft is not inspected, looted or interfered with in any way except as in paras. 4, 10 and 11 until the arrival of the Technical Intelligence Officer or the officer in charge of a Bomb Disposal Section.

(v) Hand over all letters, documents and personal effects taken from the prisoners to the Technical Intelligence Officer on arrival.

(c) Crashed British and Allied Aircraft.

Ensure that the aircraft is not inspected, looted or interfered with in any way except as in paras. 4, 10 and 11 until the arrival of the authorised Air Force Officer.

(d) Crashed Aircraft, Allied and Enemy.

(i) Arrange for the injured to be removed to hospital.

(ii) Maintain a guard until notified by the authorised Air Force Officer that this is no longer required or until relieved by a Military Guard.

FURTHER ACTION BY THE POLICE.

(See C.D.D. Circular No. 143/42, dated 30th March, 1942, Appendix 'B', paragraphs 3, 5 and 6).

6. In the event of a crash the real danger will be of bombs exploding if the aircraft is on fire. Therefore the area surrounding the aircraft must be kept well cleared.

The Police will decide whether it is necessary to clear the area and divert traffic and will take steps to give effect to the decision. Civil Defence Services on the spot should be warned of the presence of unexploded bombs but should not be prevented from continuing with work of Rescue and attending to Casualties unless the aircraft is on fire.

Roads which have been closed on account of the presence of crashed aircraft whether containing unexploded bombs or not may still have to be used for military traffic or for fire fighting appliances or other Civil Defence vehicles on essential work. ~~It~~ ^{It} ~~has~~ ^{has} been

When roads have been closed and traffic diverted the Police will inform the District Magistrate of the extent of dislocation and the degree of urgency in restoring normal conditions so that he may have guidance when suggesting to the Provincial Government/Resident the order of priority for dealing with unexploded bombs. The A.R.P. Controller will also be informed so that he may communicate the fact that certain roads are blocked to Civil Defence Services.

Where houses have to be cleared, particularly at night, the inhabitants ~~of~~ ^{an} should be allowed time to take adequate supply of clothing.

All action noted herein to be taken by the Police will, in the event of a crash occurring on Railway Premises, be taken by the Railway Administration. It will not normally be necessary for the Civil Police to enter Railway premises for this purpose.

ACTION BY DISTRICT MAGISTRATE:

(See C.D.D. Circular No. 143/42, dated 30th March, 1942, Appendix paragraphs 4 - 8, 13 and 20.)

7. On receipt of the copy of a LANDACT message (see para. 3 above) or after having originated a LANDACT message, the District Magistrate will report to the nearest Air Force Station whether any unexploded bombs or aircraft constitute a danger to any vital establishment. He will also take early action to confirm whether unexploded bombs do in fact exist and will report the result to the Provincial Government/Resident stating whether the unexploded bombs are in a British, Allied or enemy aircraft and to which Air Force Station he has reported.

He will also inform the appropriate Police Headquarters and Heads of Public Utility Services likely to be concerned e.g., Railways, Gas, Water, Electricity, Sewage, etc., of the position of crashed aircraft containing unexploded bombs so that appropriate safety measures such as cutting off supply can be taken by them against the possible premature explosion of the bombs.

ACTION BY THE PROVINCIAL GOVERNMENT/RESIDENT.

8. (a) Bombs on Crashed Aircraft.

Bombs on or associated with crashed aircraft (e.g. a bomb which though not in the rack has only fallen therefrom in the crash) will normally be dealt with by Air Force personnel but it will be necessary for the Provincial Government/Resident to allocate priority of disposal in consultation with the nearest Air Force Commander.

Air Force Personnel may not, however, always be available in which case the Army Bomb Disposal Service should be asked to dispose of the bombs.

Instructions have, therefore, been issued by Air Headquarters/Headquarters 10th U.S.A. Air Force that the Provincial Government/Resident concerned shall be informed whether the bombs will be disposed of by the Air Force or not.

If the Air Force cannot deal with the bombs the Provincial Government/Resident will decide in consultation with the Officer Commanding the nearest Air Force Station/Wing the order of priority in which they shall be disposed of and then inform the Bomb Disposal Headquarters concerned, stating whether the bombs are on British, U.S.A. or enemy aircraft.

(b) Jettisoned BRITISH and U.S.A. bombs.

In certain circumstances it may be necessary for British aircraft to jettison their bombs over friendly territory and in order to prevent their being mistaken for enemy UXB the following procedure has been adopted:-

(i) On landing, the Captain of the aircraft concerned is to submit a report as to the date, time, number and approximate location of the bombs and whether dropped 'live', to the O/C, Wing/Station who is, immediately, by the quickest means possible to pass such information together with the fuze details of bombs and precautions to be observed for their disposal, to the parent Air Force Command/Group Headquarters.

(ii) The parent group will:-

(a) If it is not possible to provide Air Force personnel to deal with the bombs, furnish the information in (i) above to the Provincial Government/Resident concerned who will, in consultation with the parent Air Force Command/Group, decide on the priority of disposal.

The Provincial Government/Resident will then pass the information

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received from the parent group to Bomb Disposal Headquarters with a request that they should deal with the bombs.

- (b) If the Air Force personnel are to deal with the bombs, inform the Provincial Government/Resident only of the date, time, number and location of bombs dropped and that necessary action is being taken to dispose of them. This information will be passed by the Provincial Government/Resident to the Bomb Disposal Headquarters.
- (iii) Air Force Command/Group have been instructed to report all British bombs jettisoned over friendly territory and seen to explode, to the Provincial Government/Resident concerned.

ACTION BY THE AIR FORCE.

On receipt of information that an aircraft has crashed the Air Force will take action for the inspection, repair and/or salvage of the crashed aircraft and for the disposal of unexploded bombs.

CRASHED ETC. AIRCRAFT IN RAILWAY PREMISES.

10. The Railway authority concerned viz Railway A.R.P. Controller, if any, or senior Railway official will report the crash to the District Magistrate giving the information mentioned in para.3 stating in addition whether the crashed aircraft or any U.X.B. on it constitute a danger to any vital installation or seriously affect Railway working.

The Railway authorities are permitted to remove crashed aircraft to the side of the line, using their own personnel, cranes or other equipment, but this must not be done until the aircraft has been made safe for handling by Air Force personnel or Bomb Disposal Section.

CRASHED ETC. AIRCRAFT IN FACTORY PREMISES.

11. If the factory premises are in or near a city or near a city or town which has been constituted an A.R.P. area, the factory A.R.P. Controller or Manager, will report the crash to the City or town Control & Report Centre otherwise he will send a LANDACT message, giving the information mentioned in para.3 stating, in addition, whether the crashed aircraft or any U.X.B. on it constitute a danger to any vital installation or seriously affects production.

Factory managements, in the same way as Railways (see para.10), are authorised to remove crashed aircraft which fall in such a position as seriously to affect production vital to the war effort.

I have the honour to be,
Sir,
Your most obedient Servant,

Deputy Secretary to the Government of India.

Deputy Secretary to the Government of India.

No. 165/42-A.R.P.II(T).

Copy to:-

All Departments of the Government of India, with the request that Departments concerned will issue instructions conforming with this Circular to their officers and installations.

Area Advisers and Commandants, Civil Defence Schools for information.

Naval Headquarters.

G.H.Q., G.S. Branch (S.D. Signals).

G.H.Q., G.S. Branch (M.O.3).

G.H.Q., G.S. Branch (G.S.I.T).

G.H.Q., G.S. Branch (S.D. Air).

Air Headquarters.

Air Headquarters (Air Intelligence Section).

Air Headquarters (Armt. 5 (F/Et. Uphill)).

G.H.Q., E-in-C's Branch (E.4-B (B.D.)) (Captain Murray)

H.Q., 10th U.S. Air Force (Major Wildrick).

By Order, etc.,

Deputy Secretary to the Government of India.

Deputy Secretary to the Government of India.

or other equipment, but this must not be done until the aircraft has been made safe for handling by Air Force personnel or Bomb Disposal Section.

CRASHED ETC. AIRCRAFT IN FACTORY PREMISES.

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Factory managements, in the same way as Railways (see para 10) are authorised to remove crashed aircraft which fall in such a position as seriously to affect production vital to the war effort.

I have the honour to be
Your most ^{Sir} obedient servant,

(Sd) R.A. Gopalaswami,

Deputy Secretary to the Government of India.

"Copy"

Headquarters concerned, stating whether the bombs are on British, U.S.A. or enemy aircraft.

(b) Jettisoned BRITISH and U.S.A. Bombs.

In certain circumstances it may be necessary for British aircraft to jettison their bombs over friendly territory and in order to prevent their being mistaken for enemy UXB the following procedure has been adopted:-

(i) On landing, the Captain of the aircraft concerned is to submit a report as to the date, time, number and approximate location of the bombs and whether dropped 'live' to the O/C, Wing/Station who is, immediately, by the quickest means possible to pass such information together with the fuze details of bombs and precautions to be observed for their disposal, to the parent Air Force Command/Group Headquarters.

(ii) The parent group will:-

(a) If it is not possible to provide Air Force personnel to deal with the bombs, furnish the information in (i) above to the Provincial Government/Resident concerned who will, in consultation with the parent Air Force Command/Group, decide on the priority of disposal.

The Provincial Government/Resident will then pass the information received from the parent group to Bomb Disposal Headquarters with a request that they should deal with the bombs.

(b) If the Air Force Personnel are to deal with the bombs, inform the Provincial Government/Resident only of the date, time, number and location of bombs dropped and that necessary action is being taken to dispose of them. This information will be passed by the Provincial Government/Resident to the Bomb Disposal Headquarters.

iii) Air Force Command/Group have been instructed to report all British bombs jettisoned over friendly territory and seen to explode, to the Provincial Government/Resident concerned.

ACTION BY THE AIR FORCE.

9. On receipt of information that an aircraft has crashed the Air Force will take action for the inspection, repair and/or salvage of the crashed aircraft and for the disposal of unexploded bombs.

CRASHED ETC. AIRCRAFT IN RAILWAY PREMISES.

10. The Railway authority concerned viz Railway A.R.P. Controller if any, or senior Railway Official will report the crash to the District Magistrate giving the information mentioned in para 3 stating in addition whether the crashed aircraft or any U.X.B. on it constitute a danger to any vital installation or seriously affect Railway working.

The Railway authorities are permitted to remove crashed aircraft to the side of the line, using their own personnel, cranes

No. 165/42 A.R.P.II(T)
GOVERNMENT OF INDIA,
Civil Defence Department,
New Delhi the 17th December 1942.

From

R.A. Gopalaswami, Esq., I.C.S.,
Deputy Secretary to the Government of India.

To

All Provincial Governments & Chief Commissioners.

C.D.D. Circular No. 444/42

Subject:- Instructions - Crashed or Force Landed Aircraft.

Sir,

I am directed to forward revised instructions on this subject and to say that C.D.D. Circular No. 259/42 is hereby cancelled.

These instructions should be read in conjunction with C.D.D. Circular No. 143/42, dated 30th March 1942.

The term District Magistrate in this letter denotes the officer responsible for all Civil Defence measures in a Civil District, city or town in British India and the equivalent in Indian States.

The words "Air Force" in this letter refer to the R.A.F., I.A.F., or U.S.A. Air Force as may be appropriate in the circumstances. Where R.A.F. or I.A.F. formations are mentioned the equivalent U.S. formations are included.

GENERAL INSTRUCTIONS.

2. A crashed or force landed aircraft is the property of the Air Force which is the sole authority for its disposal. Information of vital importance is obtained from documents and expert interrogation of prisoners of war obtained from crashed aircraft as well as from the aircraft itself. This can only be obtained by close co-operation between the Civil, Naval, Military and Air Force authorities and, in order to ensure that all available information is placed before the proper authorities with the minimum delay, the procedure given in the succeeding paragraphs should be adopted.

No part of an aircraft, its equipment or armament will in any circumstances be removed or interfered with, without the permission of an authorised Air Force Officer except as indicated in paragraphs 4, 5, 10 and 11 below. All R.A.F. and I.A.F. personnel entitled to inspect, repair, remove or in any way interfere with crashed aircraft will be in possession of an identity pass (Air Force (1) F.557-A). R.A.F. and I.A.F. Technical Intelligence Officers will, in addition, be in possession of an Intelligence Pass of which a description will be forwarded later on. U.S.A. Air Force Officers will be in possession of an identity pass (War Department A.G.O.65-1).

REPORTING CRASHED AIRCRAFT.

3. (a) Messages whether by telephone or telegraph reporting aircraft crashes are sent by "LANDACT H.A. Immediate". The general procedure for originating and sending these messages is set out in P. & T.

Department letter No. TTL/842/41, dated. 17th October 1942.

It will be noted that according to this letter LANDACT messages are to be accepted by Postmasters and officials in charge of Telegraph Offices when tendered by any member of the armed forces (which includes forces of the U.S.A.), Civil Defence Department and all except inferior servants of the Central Government, Provincial Governments and Governments of Indian States. No provision has been made for members of the public to send messages of this class. As, however, Postmasters and officials in charge of Telegraph Offices are authorised to originate such messages they may do so on reports of members of the public if they are satisfied that the reports are reliable.

Members of Civil Defence Services on becoming aware that an aircraft has crashed should report the fact giving the information stated below to the A.R.P. Controller through the local Report Centre concerned. They should not originate LANDACT messages.

The following details should be given in LANDACT messages:-

(a) Whether British, Allied or hostile aircraft and, if British or Allied Aircraft, the type and number (or identification letters of the aircraft).

(b) Present location of aircraft, date and time of crash.

(c) In the case of British and Allied Aircraft only, and only if there are no casualties, particulars of each member of the crew, i.e.,

(i) Personal or official number and rank.

(ii) Whether killed, wounded, uninjured.

(d) In the case of British and Allied aircraft if there are no casualties state "Casualties Nil".

(e) Whether carrying bombs or other specialist material.

N.B. Any additional information obtained after the despatch of the report is to be reported in a further report prefixed by a reference to the original report.

The code word LANDACT is a routing instruction. LANDACT messages will be routed to the nearest Army or Air Force Headquarters or to any other place decided upon by the Military authorities. When the destinations of LANDACT messages have been decided such messages will not be routed elsewhere by P.&T. officials, irrespective of any attempt that ~~may~~ may be made by the tenderer of the telegram or the calling subscriber to send the telegram or the telephone message to anyone else.

Postmasters and officials in charge of Telegraph offices accepting LANDACT messages have been instructed to send an exact copy of the message immediately to the nearest District Magistrate, either direct or through the A.R.P.

ACTION TO BE TAKEN AFTER A CRASH.

4. If the aircraft is on fire immediate efforts should be made to rescue personnel and extinguish the fire and an immediate report will be made to the Fire Brigade. If, however, the presence of bombs is suspected rescue work and fire fighting must be confined to

degree of urgency in restoring the normal conditions so that he may have guidance when suggesting to the Provincial Government/Resident the order of priority for dealing with unexploded bombs. The A.R.P. Controller will also be informed so that he may communicate the fact that certain roads are blocked to Civil Defence Services.

Where houses have to be cleared, particularly at night, the inhabitants should be allowed time to take an adequate supply of clothing.

All action noted herein to be taken by the Police will, in the event of the crash occurring on Railway Premises, be taken by the Railway Administration. It will not normally be necessary for the Civil Police to enter Railway premises for this purpose.

ACTION BY DISTRICT MAGISTRATE.

(See C.D.D. Circular No. 143/42, dated 30th March 1942, Appendix paragraphs 4 - 8, 13 and 20)

7. On receipt of the copy of a LANDACT message (see para 3 above) or after having originated a LANDACT message, the District Magistrate will report to the nearest Air Force Station whether any unexploded bombs or aircraft constitute a danger to any vital establishment. He will also take early action to confirm whether unexploded bombs do ~~not~~ in fact exist and will report the result to the Provincial Government/Resident stating whether the unexploded bombs are in a British, Allied or enemy aircraft and to which Air Force Station he has reported.

He will also inform the appropriate Police Headquarters and Heads of Public Utility Services likely to be concerned e.g., Railways, Gas Water, Electricity, Sewage, etc., of the position of crashed aircraft containing unexploded bombs so that appropriate safety measures such as cutting off supply can be taken by them against the possible premature explosion of the bombs.

ACTION BY THE PROVINCIAL GOVERNMENT/RESIDENT.

8. (a) Bombs on Crashed Aircraft.

Bombs on or associated with crashed aircraft (e.g. a bomb which though not in the rack has only fallen therefrom in the crash) will normally be dealt with by Air Force personnel but it will be necessary for the Provincial Government/Resident to allocate priority of disposal in consultation with the nearest Air Force Commander.

Air Force Personnel may not, however, always be available in which case the Army Bomb Disposal Service should be asked to dispose of the bombs.

Instructions have therefore, been issued by Air Headquarters/Headquarters 10th U.S.A. Air Force that the Provincial Government/Resident concerned shall be informed whether the bombs will be disposed of by the Air Force or not.

If the Air Force cannot ~~deal~~ with bombs the Provincial Government/Resident will decide in consultation with the Officer Commanding the nearest Air Force Station/Wing the order of priority in which they shall be disposed of and then inform the Bomb Disposal

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egation of prisoners is att
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in any way except as in paras. 4 10 an
the Technical Intelligence Officer or the o

the Bomb Disposal Section.
(v. Hand over all letters, documents and
from the prisoners to the Techn

(c) Crashed
the Technical Intelligence Officer on arrival.

Secure that the aircraft is not inspected, looted or interfered

in any way except as in paras. 4, 10 and 11 until the arrival of
the authorised Air Force Officer.

(d) Crashed Aircraft, Allied and Enemy.

(1) Arrange for the injured to be removed to hospital.

(ii) Maintain a guard until notified by the authorised Air
Force Officer that this is no longer required or until relieved by
a Military Guard.

FURTHER ACTION BY THE POLICE.

(See C.D.D. Circular No.143/42, dated 30th March, 1942,
Appendix 'B', paragraphs 3, 5 and 6).

6. In the event of a crash the real danger will be of bombs exploding
if the aircraft is on fire. Therefore the area surrounding the air-
craft must be kept well cleared.

The police will decide whether it is necessary to clear the area
and divert traffic and will take steps to give effect to the decision.
Civil Defence Services on the spot should be warned of the presence
of unexploded bombs but should not be prevented from continuing with
work of Rescue and attending to casualties unless the aircraft is on
fire.

Roads which have been closed on account of the presence of crashed
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Civil Defence vehicles on essential work.

When roads have been closed and traffic diverted the Police will
inform the District Magistrate of the extent of dislocation and the

within four minutes of the outbreak of the fire as thereafter there is a great danger of an explosion occurring.

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(b) Crashed enemy aircraft.

(i) Remove any prisoners from the close vicinity of the aircraft, thoroughly search them for letters, documents and personal effects and segregate them as far as possible.

(ii) Ensure that there is no fraternization between prisoners and other persons.

(iii) Ensure that no interrogation of prisoners is attempted except by the authorised Interrogation Intelligence Officer.

(iv) Ensure that the aircraft is not inspected, looted or interfered with in any way except as in paras. 4, 10 and 11 until the arrival of the Technical Intelligence Officer or the officer in charge of a Bomb Disposal Section.

(v) Hand over all letters, documents and personal effects taken from the prisoners to the Technical Intelligence Officer on arrival.

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Roads which have been closed on account of the presence of crashed aircraft whether containing unexploded bombs or not may still have to be used for military traffic or for fire fighting appliances or other Civil Defence vehicles on essential work.

When roads have been closed and traffic diverted the Police will inform the District Magistrate of the extent of dislocation and the

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

URGENT.

W96-41-37.

Incls. (4)

No. F.3(29)-42/W.

2247
W.

FROM

THE SECRETARY

TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.

Dated Bangalore, the 22nd January 1942. 3

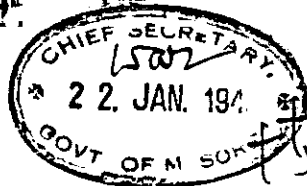
No.5 Specialist Instructors' Course
at the Civil Defence Specialist
School, Bombay.

SIR,

T I am directed to refer to your letter No.Pol.
1124/W, dated the 28th November 1942.

2. The Government of India have allotted to the Government of Mysore two vacancies at the Wardens' Wing of No.5 Specialist Instructors' Course which will be held at the Civil Defence Specialist School, Bombay, from the 15th February 1943 to the 6th March 1943. I am to request that the names and particulars of the candidates whom the Government of Mysore propose to nominate may kindly be furnished to this Residency not later than the 27th January 1943. Two copies of Joining Instructions are enclosed.

I have the honour to be,
Sir,
Your most obedient servant,



Shri am an Rao

for SECRETARY TO THE RESIDENT.
B.Rao

W 96-41-38.
GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat,

Bangalore, Dated, 27th January 1943.

No. Pop. 1530
See me

From

*The Chief Secretary to the Government of His Highness
the Maharaja of Mysore.*

To

The Secretary to the Hon'ble the Resident
in Mysore, Bangalore.

Sir,

No.5. Specialist Instructors' Course
at the Civil Defence Specialist
School, Bombay.

With reference to your letter No.F3.29-42W. dated the 22nd January 1943, on the above subject, I am directed to enclose herein a statement showing the names and particulars of the candidates nominated by this Government for the 2 vacancies at the Wardens Wing of No5. Specialist Instructors' Course which will be held at the Civil Defence School, Bombay, from the 15th of February 1943 to the 6th March 1943.

I have the honour to be
Sir,

Your most obedient servant,

Ums 3277/W Encls 7
for civil defence
instructions d 28-1-43.

for
Chief Secretary to Government.

Name.

Designation.

Messrs.

M. Quadir Ali, B.A.,
(Age 32)

Asst. Superintendent of
Police.

D. Wilson.

Inspector of Police,
Provincial Reserve
Police.

W96-41-39.
2288
W.
GOVERNMENT OF MYSORE

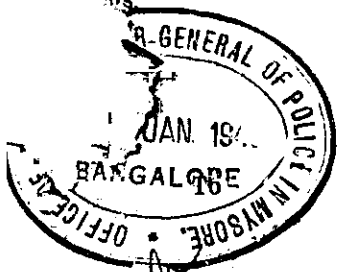
Tele ^{gram}
phone

OFFICE OF

the A.R.P. Officer,
Bangalore City.

No. A.R.P. 755/42-43.

Date 26th January, 1943.



The Chief Secretary to the Government of Mysore,
BANGALORE.

Through: The Inspector General of Police in Mysore, Bangalore.

7 JAN 1943
Sir, D.E.
h
I have the honour to state that Mr.C.B.Shankara Iyer has to be sent for Staff Officers' Training in A.R.P., at Lahore and as such, it may not be possible for him to undergo training in U.X.B. (un-exploded bomb) at Bombay.

I, therefore, suggest that Mr. Quadir Ali and Mr.D.Wilson may kindly be deputed to Bombay for undergoing the Specialist Course of the Wardens' Wing in Bombay.

Ac. 2256/42-2.

Forwarded with Compliments

I have the honour to be,
Sir,
Your most obedient servant,

M. Deikadi
Inspector-General of Police.

M. R. Narasimhan

KVN.

26-1-43.

A.R.P. Officer,
Bangalore City.

26/1/43

W 96-41-40.
GOVERNMENT OF MYSORE

Tele^{gram}
phone

2306
W
OFFICE OF

the Inspector-General of Police

No. ARP. 30/41-42.

Encls.

in Mysore,

Bangalore.

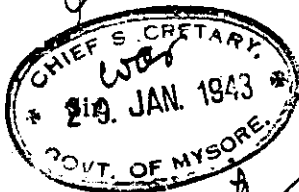
Date January 28, 1943.

To

The Chief Secretary

to the Government of Mysore,

Bangalore.



Revised instructions - Crashed or Force
Landed Aircraft.

X With reference to your letter No. 3220/W dated the 22nd January 1943, I have the honour to request that the Superintendent, Government Press, may kindly be authorised to print and supply me early 300 copies of the above instructions for distribution to all recipients of the pamphlet on Bomb Disposal Organisation.

The above instructions will be sent to him direct for necessary action.

I have the honour to be,

Sir,

Your most obedient servant,

In Becharaj
INSPECTOR GENERAL OF POLICE.

SUBJECT.....
.....
.....

Diary No. of letter replied to.....

Section *War*
File No. *96-41*
Serial No. *41*.

General and Revenue Secretariat
()
the 194 .

No. *3297/w dated 29.1.1943*
To *The Asst. Govt. Printing.*
Instructions - Copies or for hand
Aircraft.

Sr.
I am directed to request
you kind to print and supply
300 copies with various instructions
on the above subject, which will
be sent to you direct by the U.S.

Date of issue.

Signed by.....

J. Han ch.

List of enclosures.....

Memo no 3298/w d 29.1.43
Chief Secy to Govt
Cps to Govt with reply to his letter

Codied by.....

ARL 20/4/43
28.9.43

Examined by.....

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat,

Bangalore, Dated, 29th January 1943.

No.

3297/W

From

*The Chief Secretary to the Government of His Highness
the Maharaja of Mysore.*

To

The Superintendent,
Government Printing, Bangalore.

Sir,

Instructions - Crashed or Force Landed
Aircraft.

I am directed to request you kindly to print and supply 300 copies of the revised instructions on the above subject, which will be sent to you direct by the Inspector General of Police.

I have the honour to be
Sir,
Your most obedient servant,

(Sd) J. Appaji Gowda,
Chief Secretary to Government.

Memo No.

3298/W

Dated, Bangalore, 29th January 1943.

Copy of the above is forwarded, with compliments
P.T.O.

to the Inspector General of Police in Mysore, with reference to his letter No. ARP.30/41-42 dated 28th January 1943.

By Order,

J
For Chief Secretary to Governmer
Sc.

W96-41-42.
GOVERNMENT OF MYSORE

Tele^{Gram}
phone

2373
W.
OFFICE OF

the Inspector-General of Police

No. ARP. 30/41-42.

Encls.

in Mysore,

Bangalore.

Date February 4, 1943.



The Chief Secretary

to the Government of Mysore,

Bangalore.

Sir,

Subject: No.5 Specialist Course at the Civil
Defence Specialist School, Bombay.

X
With reference to your Memo No. 3277/W dated 28-1-1943 proposing the names of Messrs. M. Quadir Ali and D. Wilson to undergo the training at Bombay, I have the honour to state that the said officers require an advance of Rs. 200/- and Rs. 100/- respectively to meet their travelling expenses for this purpose.

I therefore request you to kindly obtain the sanction of Government to place an advance of Rs. 300/- at my disposal for this purpose subject to its recovery and adjustment from the travelling allowance bills of these officers.

I have the honour to be,

Sir,

Your most obedient servant,

M. Quadir Ali

INSPECTOR GENERAL OF POLICE.

SUBJECT

Diary No. of letter replied to 2373

General and Revenue Secretariat

the 193

Date of issue 8-2-1943

Signed by Mr. SKV

May this be---

- (i) printed ?
- (ii) treated as a standing order ?
- (iii) published in the Gazette, English Part ?
- (iv) translated ?
- (v) placed at the disposal of the press ?
- (vi) published in the Gazette, Kannada Part ?

Section. War
File No. 96-41
Serial No. 43.

Proceedings of the Government of
His Highness the Maharaja of Mysore.

Read— Letter No ARP 30/41428
4th Feb. 43 from C. S. G.
stating that Mrs. Quadri Ali
and D. Wilson, ^{selected} ~~appointed~~ by the
Govt. to undergo ^{training at} No 5 Specialist
Course at the CD Specialist School
Bombay from 15th Feb 43
to 6th March 43, require
Order thereon.—No. an advance of
Rs 200/- and Rs 100/- respectively
to meet their travelling ^{expenses} ~~allowance~~
~~for this purpose~~ and requesting
 sanction to place an advance
of Rs 300/- at his disposal
for this purpose subject to its
recovery and adjustment from

At travelling allowance bills of these
officers.

Order:- 3370-72/W dated 8-2-1943

Sanction is accorded to
the deputation of Mr. Quaid Ali
and D. Wilson to Bombay to
manage & training as to the grant placing
of an advance of Rs 300/-
at the disposal of the UOI for ~~payment of advances~~
to these officers
Subject to its recovery and adjustment
from their T.A. Bills of these officers.

H. B. J. In Charge
Chief Secy. to Govt.
List of Enclosure

18/1
Comptroller & T.A.
Atty Controller B. City

Copied by

Examined by

GOVERNMENT OF MYSORE

Tele gram
phone

W 96-41-44-

2475
W.
OFFICE OF

the Inspector-General of Police

No. A.R.P. 30/41-42.

in Mysore,

Encls. 15

Bangalore.

Date February 16, 1943.

To

The Chief Secretary

to the Government of Mysore,

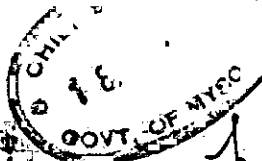
Bangalore.

Sir,

I have the honour to send herewith fifteen copies of the revised instruction on "Crashed or Force Landed Aircraft".

W
I have the honour to be,
Sir,
Your most obedient servant,

M. Deikadew
INSPECTOR GENERAL OF POLICE.



REVISED INSTRUCTIONS—CRASHED OR FORCE LANDED AIRCRAFT.

These instructions should be read in conjunction with the Pamphlet issued on Bomb Disposal Organization.

The term District Magistrate in this letter denotes the officer responsible for all Civil Defence measures in a Civil district, city or town in British India and the equivalent in Indian States.

The words "Air Force" in this letter refer to the R.A.F., I.A.F., or U.S.A. Air Force as may be appropriate in the circumstances. Where R.A.F. or I.A.F. formations are mentioned, the equivalent U. S. A. formations are included.

GENERAL INSTRUCTIONS.

2. A crashed or force landed aircraft is the property of the Air Force which is the sole authority for its disposal. Information of vital importance is obtained from documents and expert interrogation of prisoners of war obtained from crashed aircraft as well as from the aircraft itself. This can only be obtained by close co-operation between the Civil, Naval, Military and Air Force authorities and, in order to ensure that all available information is placed before the proper authorities with the minimum delay, the procedure given in the succeeding paragraphs should be adopted.

No part of an aircraft, its equipment or armament will in any circumstances be removed or interfered with, without the permission of an authorised Air Force Officer except as indicated in paragraphs 4, 5, 10 and 11 below. All R.A.F. and I.A.F. personnel entitled to inspect, repair, remove or in any way interfere with crashed aircraft will be in possession of an identity pass [Air Force (1) F. 557-A.] R.A.F. and I.A.F. Technical Intelligence Officers will, in addition, be in possession of an Intelligence Pass, of which a description will be forwarded later on. U.S.A. Air Force Officers will be in possession of an identity pass (War Department A.G.O. 65-1).

REPORTING CRASHED AIRCRAFT.

3. (a) Messages whether by telephone or telegraph reporting aircraft crashes are sent by "LANDACT H. A. Immediate". The general procedure for originating and sending these messages is set out in P. and T. Department letter No. TTL-842-41, dated 17th October 1942.

It will be noted that according to this letter, LANDACT messages are to be accepted by Postmasters and officials in charge of Telegraph Offices when tendered by any member of the armed forces (which includes forces of the U.S.A.), Civil Defence Department and all except inferior servants of the Central Government, Provincial Governments and Governments of Indian States. No provision has been made for members of the public to send messages of this class. As, however, Postmasters and officials in charge of Telegraph Offices are authorised to originate such messages, they may do so on reports of members of the public if they are satisfied that the reports are reliable.

Members of Civil Defence Services on becoming aware that an aircraft has crashed, should report the fact giving the information stated below to the A.R.P. Controller through the local Report Centre concerned. They should not originate LANDACT messages.

The following details should be given in LANDACT messages:—

(a) Whether British, Allied or hostile aircraft and if British or Allied Aircraft, the type and number (or identification letters of the aircraft).

(b) Present location of aircraft, date and time of crash.

(c) In the case of British and Allied Aircraft only, and only if there are no casualties, particulars of each member of the crew, *i.e.*,

(i) Personal or official number and rank.

(ii) Whether killed, wounded, uninjured.

(d) In the case of British and Allied aircraft, if there are no casualties, state "Casualties Nil".

(e) Whether carrying bombs or other specialist material.

N.B.—Any additional information obtained after the despatch of the report is to be reported in a further report prefixed by a reference to the original report.

The Railway authorities are permitted to remove crashed aircraft to the side of the line, using their own personnel, cranes or other equipment, but this must not be done until the aircraft has been made safe for handling by Air Force personnel or Bomb Disposal Section.

CRASHED, ETC., AIRCRAFT IN FACTORY PREMISES.

11. If the factory premises are in or near a city or town which has been constituted an A. R. P. area, the factory A. R. P. Controller or Manager will report the crash to the City or Town Control and Report Centre; otherwise he will send a LANDACT message, whether the crashed aircraft or any U. X. B. on it constitute a danger to any vital installation or seriously affects production.

Factory managements, in the same way as Railways (see para 10), are authorised to remove crashed aircraft which fall in such a position as seriously to affect production vital to the war effort.

GOVERNMENT OF MYSORETele ^{gram}
phoneNo. AC.2254/42
Encls.OFFICE OF
THE INSPECTOR GENERAL OF POLICE
IN MYSORE, BANGALORE.

Date 27TH FEBRUARY 1943.

To

J. APPAJI GOWDA Esq., B.A.(Hons).,

Chief Secretary to the Govt. of Mysore,

Bangalore.



SUBJECT: Deputation of Messrs. Quadir Ali and D. Wilson to undergo training at No.5 Specialist Course at the Civil Defence Specialist School, Bombay.

E With reference to Government Order No. 3370-72/W., dated the 8th February 1943, according sanction to the deputation of the officers referred to above to Bombay for training and to the placing of an advance of Rs.300 for payment to these officers, I have the honour to state that in accordance with letter No. ARP.I-2C, from the Government of India (Department of Labour) dated 19th January 1941, copy of which was received with your letter No. 3451-52/W., dated 15th February 1943, it is compulsory that the officers deputed have to stay in the Hostel attached to the school and pay the feeding and accommodation charges at Rs.8 per day in European style or Rs.6 per day in Indian style.

2 The advance of Rs.300 sanctioned in the Government Order dated 8th February 1943, referred to above, having been found inadequate on this account an additional sum of Rs.200 has been paid to these officers from my office imprest.

3 I therefore request that the sanction of Government may kindly be conveyed to place an additional advance of Rs.200 at my disposal subject to its recovery and adjustment from the travelling allowance bills of these officers.

4 I also request that the sanction of Government may be conveyed for payment of Daily Allowance to these officers at Rs.8/- each per day as a special case in view of the fact that they have necessarily to stay in the Hostel and pay Rs.8 per day for feeding and accommodation charges in European style.

I have the honour to be,
Your most obedient servant,

M. Dehadow

Inspector General of Police.

SUBJECT.....

Diary No. of letter replied to

General and Revenue Secretariat

the

19

Proceedings of the Government of
His Highness the Maharaja of Mysore.

Date of issue..... 22-3-1943.

Signed by

May this be—

- (i) printed?
- (ii) treated as a standing order?
- (iii) published in the Gazette,
English Part?
- (iv) translated?
- (v) placed at the disposal of the Press?
- (vi) published in the Gazette,
Kannada Part?

Section

File No.

Serial No.

War

96-41

46

Read—

G.O. NO 3370-72/w d

8th Feb. 43. Archiving & depulition
of M/s. M. Quedir Mi and D. Wilson
to Bombay to undergo ARI
training at the CD School Bombay
and the placing of an advance of
Rs 300/- at the disposal of the
Order thereon.—No. for payment of
advances to the above officers subject
to its recovery and adjustment from
their T.A. Bills.

Letter No Ac 2254/42 d
27th Feb. 43 from the CD School
that an additional sum of Rs 200/-

has been paid to the officers for his
 office expenses since the arrival of Sanchari
 who found inadequate and requesting
 Sanchari to the planning for additional
 advance of Rs 200/- at his disposal
 subject to its recovery as an adjustment.
 for the TA bills of the officers and
 also for the payment of D.A. to
 these officers at Rs 8/- each per
 day as a special case in the circumstances
 stated.

G.O. No. 3726-28/Wd 22-3-1943

Sanchari's account to the planning.

for additional advance of Rs 200/-

and for the payment of a Special

List of Enclosures

D.A. of Rs 8/- each per day to these officers in payment
 for the days of leave at Bombay.

for 22/3/43

Chinmaya

Copied by

Examined by

YSP

Comptroller to the Govt

• Joint Controller B. City